

# NACOmatic

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|              |   |     |     |   |     |
|--------------|---|-----|-----|---|-----|
| OK Min Alt#1 | - | 4   | MIO | - | 195 |
| OK Min Rdr#1 | - | 8   | MKO | - | 198 |
| OK Min TO#1  | - | 13  | MLC | - | 188 |
| 17K          | - | 70  | O47 | - | 279 |
| 1F0          | - | 55  | O53 | - | 193 |
| 1F4          | - | 184 | OJA | - | 335 |
| 1K4          | - | 149 | OKC | - | 217 |
| 108          | - | 306 | OKM | - | 265 |
| 2K4          | - | 186 | OUN | - | 202 |
| 208          | - | 165 | OWP | - | 284 |
| 3F7          | - | 71  | PNC | - | 272 |
| 404          | - | 174 | PVJ | - | 268 |
| 6K4          | - | 138 | PWA | - | 234 |
| 80F          | - | 53  | RCE | - | 243 |
| ADH          | - | 24  | RKR | - | 276 |
| ADM          | - | 58  | RQO | - | 106 |
| AVK          | - | 52  | RVS | - | 308 |
| AXS          | - | 28  | SNL | - | 290 |
| BFK          | - | 73  | SRE | - | 288 |
| BKN          | - | 67  | SWO | - | 296 |
| BVO          | - | 62  | TIK | - | 249 |
| CHK          | - | 78  | TQH | - | 303 |
| CLK          | - | 87  | TUL | - | 315 |
| CQB          | - | 75  | WDG | - | 132 |
| CSM          | - | 90  | WWR | - | 337 |
| CUH          | - | 96  |     |   |     |
| DUA          | - | 102 |     |   |     |
| DUC          | - | 98  |     |   |     |
| ELK          | - | 112 |     |   |     |
| END          | - | 114 |     |   |     |
| F10          | - | 163 |     |   |     |
| F22          | - | 270 |     |   |     |
| F99          | - | 170 |     |   |     |
| FDR          | - | 148 |     |   |     |
| FSI          | - | 139 |     |   |     |
| GCM          | - | 83  |     |   |     |
| GMJ          | - | 153 |     |   |     |
| GOK          | - | 156 |     |   |     |
| GUY          | - | 160 |     |   |     |
| GZL          | - | 294 |     |   |     |
| H68          | - | 331 |     |   |     |
| H71          | - | 281 |     |   |     |
| HBR          | - | 167 |     |   |     |
| HHW          | - | 173 |     |   |     |
| HMY          | - | 180 |     |   |     |
| HSD          | - | 211 |     |   |     |
| JSV          | - | 282 |     |   |     |
| JWG          | - | 333 |     |   |     |
| LAW          | - | 176 |     |   |     |
| LTS          | - | 32  |     |   |     |
| MDF          | - | 197 |     |   |     |

INSTRUMENT APPROACH PROCEDURE CHARTS

**A IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**ADA, OK**

ADA MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**ALTUS, OK**

ALTUS/QUARTZ  
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR-A**  
**VOR-B<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>NA when KLTS ATCT closed.

**ARDMORE, OK**

ARDMORE MUNI ..... **ILS or LOC Rwy 31<sup>13</sup>**  
**VOR-B<sup>2</sup>**

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
Category D, 800-2½. LOC, Category D,  
800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when control tower closed.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 17**  
**VOR/DME Rwy 35**

NA when local weather not available.

Category D, 800-2½.

**BATESVILLE, AR**

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25**

NA when local weather not available.

**NAME ALTERNATE MINIMUMS**

**BLYTHEVILLE, AR**

ARKANSAS INTL ..... **ILS Rwy 18**  
**VOR Rwy 18**  
**VOR Rwy 36**

NA when using Blytheville Muni altimeter  
setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**CLAREMORE, OK**

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**CLINTON, OK**

CLINTON-SHERMAN ..... **ILS Rwy or LOC 17R<sup>1</sup>**  
**VOR Rwy 35L<sup>2</sup>**

NA when control tower closed.

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E,  
800-2½.

<sup>2</sup>Category E, 800-2½.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR/DME-A**

NA when local weather not available.

**CUSHING, OK**

CUSHING MUNI ..... **NDB Rwy 36**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**DEQUEEN, AR**

J. LYNN HELMS  
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**EL DORADO, AR**  
SOUTH ARKANSAS RGNL AT  
GOODWIN FIELD ..... **VOR Rwy 22**  
NA when control zone not in effect.

**EL RENO, OK**  
EL RENO RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR/DME Rwy 35**  
NA when local weather not available.

**ENID, OK**  
ENID  
WOODRING RGNL ..... **ILS or LOC Rwy 35<sup>1</sup>**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 17**  
**VOR Rwy 35**  
NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**FAYETTEVILLE, AR**  
DRAKE FIELD ..... **LDA/DME Rwy 34<sup>134</sup>**  
**LOC Rwy 16<sup>23</sup>**  
**RNAV (GPS) Rwy 16<sup>24</sup>**  
**RNAV (GPS) Rwy 34<sup>45</sup>**  
**VOR-A<sup>24</sup>**  
**VOR/DME-B<sup>2</sup>**

<sup>1</sup>LDA/GS, Category A, B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.

<sup>2</sup>Category C, 800-2½; Category D, 1100-3.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

**FAYETTEVILLE/SPRINGDALE/ ROGERS, AR**

NORTHWEST  
ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**  
**ILS or LOC/DME Rwy 34**  
**RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**  
NA when local weather not available.

**FLIPPIN, AR**  
MARION COUNTY  
RGNL ..... **RNAV (GPS) Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 22**  
**VOR-A**  
NA when local weather not available.  
<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½.

NAME ALTERNATE MINIMUMS  
**FORT SMITH, AR**  
FORT SMITH RGNL ..... **ILS or LOC Rwy 7<sup>1</sup>**  
**ILS or LOC Rwy 25<sup>1</sup>**  
**NDB Rwy 25<sup>2</sup>**  
**RADAR-1<sup>3</sup>**  
**RNAV (GPS) Rwy 12<sup>4</sup>**  
**VOR/DME or TACAN Rwy 7<sup>3</sup>**  
**VOR or TACAN Rwy 25<sup>3</sup>**  
NA when control tower closed.

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2½; Category E, 800-2½. LOC, Category D, 800-2½; Category E, 800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category D, 800-2½; Category E, 800-2½.

<sup>4</sup>NA when local weather not available.

**GUTHRIE, OK**  
GUTHRIE-EDMOND  
RGNL ..... **RNAV (GPS) Rwy 16**  
**RNAV (GPS) Rwy 34**  
NA when local weather not available.

**HARRISON, AR**  
BOONE COUNTY ..... **RNAV (GPS) Rwy 36**  
NA when local weather not available.

**HOBART, OK**  
HOBART RGNL ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 35**  
NA when local weather not available.

**HOT SPRINGS, AR**  
MEMORIAL FIELD ..... **VOR Rwy 5<sup>1</sup>**  
**ZAPLE VOR Rwy 5**  
NA when local weather not available.  
<sup>1</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

**JONESBORO, AR**  
JONESBORO MUNI ..... **ILS or LOC Rwy 23**  
**RNAV (GPS) Rwy 23**  
**RNAV (GPS) Rwy 31**  
**VOR Rwy 23**  
NA when local weather not available.

**LAWTON, OK**  
LAWTON-FORT SILL  
RGNL ..... **ILS or LOC Rwy 35**  
**VOR Rwy 35**  
NA when control tower closed.





# RADAR INSTRUMENT APPROACH MINIMUMS

**ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF)**
**ELEV 1382**
**RADAR<sup>1</sup> - Ctc APP CON (E) 125.1 257.725 ▽**

|                  |                   |                   |            | DH/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|------------------|-------------------|-------------------|------------|----------------|----------------------|----------|
| ASR <sup>2</sup> | <u>RWY</u>        | <u>GS/TCH/RPI</u> | <u>CAT</u> |                |                      |          |
|                  | 17R <sup>34</sup> |                   | AB         | 1740/24        | 361                  | (400-½)  |
|                  |                   |                   | CDE        | 1740/40        | 361                  | (400-¾)  |
|                  | 17L <sup>34</sup> |                   | AB         | 1740/24        | 358                  | (400-½)  |
|                  |                   |                   | CDE        | 1740/40        | 358                  | (400-¾)  |
|                  | 35R <sup>4</sup>  |                   | AB         | 1740/24        | 378                  | (400-½)  |
|                  |                   |                   | CDE        | 1740/40        | 378                  | (400-¾)  |
|                  | 35L <sup>5</sup>  |                   | AB         | 1760/24        | 407                  | (400-½)  |
|                  |                   |                   | CD         | 1760/40        | 407                  | (400-¾)  |
|                  |                   |                   | E          | 1760/50        | 407                  | (400-1)  |
| CIR <sup>6</sup> | All Rwy           |                   | A          | 1780-1         | 398                  | (400-1)  |
|                  |                   |                   | B          | 1840-1         | 458                  | (500-1)  |
|                  |                   |                   | C          | 1840-1½        | 458                  | (500-1½) |
|                  |                   |                   | D          | 1940-2         | 558                  | (600-2)  |
|                  |                   |                   | E          | 1980-2         | 598                  | (600-2)  |

<sup>1</sup>Opr 1600-0600Z++ wkcd,clsd wkend and hol. <sup>2</sup>No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. <sup>3</sup>Stepdown fix 2 NM fr rwy thld. <sup>4</sup>When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. <sup>6</sup>Circling not authorized W of Rwy 17R-35L.

## FAYETTEVILLE, AR DRAKE FIELD

Orig-A, APR 21, 1997 (FAA)

**ELEV 1251**
**RADAR- 121.0 244.57 ▽**

|          | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---|-----------------|------------------------------|---|-----------------|
| ASR      | 16         |                   | A          | 2060-1                       | 809                                       | (900-1)         | B                            | 2060-1¼                                   | 809 (900-1¼)    |
|          |            |                   | C          | 2060-2¼                      | 809                                       | (900-2¼)        | D                            | 2060-2½                                   | 809 (900-2½)    |
| CIRCLING |            |                   | A          | 2060-1                       | 809                                       | (900-1)         | B                            | 2060-1¼                                   | 809 (900-1¼)    |
|          |            |                   | C          | 2060-2¼                      | 809                                       | (900-2¼)        | D                            | 2300-3                                    | 1049 (1100-3)   |

Circling NA East of runway 16-34.

Inoperative table does not apply.


# RADAR SURVEILLANCE APPROACH MINIMUMS

## FORT SMITH, AR

Amdt 8B, AUG 28, 2008 (FAA)

ELEV 469

## FORT SMITH RGNL

RADAR - 120.9 343.75 


|          |     |            | DA/<br>HATh/ | HAT/<br>HATH/ | CEIL-VIS |          | DA/<br>HATh/ | HAT/<br>HATH/ | CEIL-VIS     |
|----------|-----|------------|--------------|---------------|----------|----------|--------------|---------------|--------------|
| ASR      | RWY | GS/TCH/RPI | CAT          | MDA-VIS       | HAA      |          | CAT          | MDA-VIS       | HAA          |
|          | 25  |            | AB           | 1040/24       | 594      | (600-½)  | C            | 1040/50       | 594 (600-1)  |
|          |     |            | D            | 1040/60       | 594      | (600-1¼) | E            | 1040-1½       | 594 (600-1½) |
|          | 1   |            | AB           | 1140-1        | 692      | (700-1)  | C            | 1140-2        | 692 (700-2)  |
|          |     |            | D            | 1140-2¼       | 692      | (700-2¼) | E            | 1140-2½       | 692 (700-2½) |
|          | 7   |            | AB           | 1200-½        | 731      | (800-½)  | C            | 1200-1½       | 731 (800-1½) |
|          |     |            | D            | 1200-1¾       | 731      | (800-1¾) | E            | 1200-2        | 731 (800-2)  |
| CIRCLING |     |            | AB           | 1200-1        | 731      | (800-1)  | C            | 1200-2        | 731 (800-2)  |
|          |     |            | D            | 1200-2¼       | 731      | (800-2¼) | E            | 1200-2½       | 731 (800-2½) |

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.

Circling Cat E NA when R-2401B active.

## HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

ELEV 1187

RADAR - (E) 120.55 322.4  NA

|                  | RWY   | GS/TCH/RPI  | CAT   | DH/<br>MDA-VIS | HAT/<br>HATH/ | CEIL-VIS |
|------------------|-------|-------------|-------|----------------|---------------|----------|
| PAR              | 35    | 3.0°/48/918 | AB    | 1388/24        | 200           | (200-½)  |
|                  |       |             | CDE   | 1388/40        | 200           | (200-¾)  |
|                  | 17    | 3.0°/42/809 | ABCDE | 1388-¾         | 200           | (200-¾)  |
| ASR              | 35    |             | ABC   | 1540/40        | 352           | (400-¾)  |
|                  |       |             | DE    | 1540/50        | 352           | (400-1)  |
|                  | 17    |             | AB    | 1660-1         | 472           | (500-1)  |
|                  |       |             | C     | 1660-1¼        | 472           | (500-1¼) |
|                  |       |             | D     | 1660-1½        | 472           | (600-1½) |
|                  |       |             | E     | 1660-1¾        | 472           | (500-1¾) |
| CIR <sup>1</sup> | 17-35 |             | AB    | 1680-1         | 492           | (500-1)  |
|                  |       |             | C     | 1680-1½        | 492           | (500-1½) |
|                  |       |             | D     | 1740-2         | 552           | (600-2)  |
|                  |       |             | E     | 1780-2         | 592           | (600-2)  |

<sup>1</sup>Cat E cir not auth W of Rwy 17-35.

## LAWTON, OK

AMDT.4A, JAN 10, 2000 (FAA)

ELEV 1110

## LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

|          |     |            | DA/<br>HATh/ | HAT/<br>HATH/ | CEIL-VIS |         | DA/<br>HATh/ | HAT/<br>HATH/ | CEIL-VIS     |
|----------|-----|------------|--------------|---------------|----------|---------|--------------|---------------|--------------|
| ASR      | RWY | GS/TCH/RPI | CAT          | MDA-VIS       | HAA      |         | CAT          | MDA-VIS       | HAA          |
|          | 35  |            | ABC          | 1560-¾        | 471      | (500-¾) | D            | 1560-1        | 471 (500-1)  |
| CIRCLING |     |            | AB           | 1600-1        | 490      | (500-1) | C            | 1620-1½       | 510 (600-1½) |
|          |     |            | D            | 1680-2        | 570      | (600-2) |              |               |              |

# RADAR INSTRUMENT APPROACH MINIMUMS

## LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

## LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------|-----|------------|-----|----------------|----------------------|----------|-----|----------------|----------------------|----------|
| ASR      | 17  |            | AB  | 1620-1         | 510                  | (600-1)  | CD  | 1620-1½        | 510                  | (600-1½) |
| CIRCLING |     |            | AB  | 1620-1         | 510                  | (600-1)  | C   | 1620-1½        | 510                  | (600-1½) |
|          |     |            | D   | 1680-2         | 570                  | (600-2)  |     |                |                      |          |

## LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

## ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------|-----|------------|-----|----------------|----------------------|----------|-----|----------------|----------------------|----------|
| ASR      | 4R  |            | ABC | 720/40         | 460                  | (500-¾)  | D   | 720/50         | 460                  | (500-1)  |
|          | 4L  |            | AB  | 780/40         | 522                  | (500-¾)  | C   | 780/50         | 522                  | (600-1)  |
|          |     |            | D   | 780/60         | 522                  | (600-1¼) |     |                |                      |          |
|          | 18  |            | AB  | 720-1          | 462                  | (500-1)  | C   | 720-1¼         | 462                  | (500-1¼) |
|          |     |            | D   | 720-1½         | 462                  | (700-1½) |     |                |                      |          |
|          | 22R |            | AB  | 740/24         | 478                  | (500-½)  | C   | 740/40         | 478                  | (500-¾)  |
|          |     |            | D   | 740/50         | 478                  | (500-1)  |     |                |                      |          |
|          | 22L |            | AB  | 740/40         | 480                  | (500-¾)  | C   | 740/60         | 480                  | (500-1¼) |
|          |     |            | D   | 740-1½         | 480                  | (500-1½) |     |                |                      |          |
|          | 36  |            | AB  | 780-1          | 523                  | (600-1)  | C   | 780-1½         | 523                  | (600-1½) |
|          |     |            | D   | 780-1¾         | 523                  | (600-1¾) |     |                |                      |          |
| CIRCLING |     |            | AB  | 780-1          | 518                  | (600-1)  | C   | 880-1¾         | 618                  | (700-1¾) |
|          |     |            | D   | 1180-3         | 918                  | (1000-3) |     |                |                      |          |


For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

## OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

## WILEY POST

RADAR - 124.6 266.8 

|          | RWY | GS/TCH/RPI | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>HAA | CEIL-VIS |
|----------|-----|------------|-----|----------------|----------------------|----------|-----|----------------|----------------------|----------|
| ASR      | 35R |            | AB  | 1840-1         | 541                  | (600-1)  | C   | 1840-1½        | 541                  | (600-1½) |
|          |     |            | D   | 1840-1¾        | 541                  | (600-1¾) |     |                |                      |          |
| CIRCLING |     |            | AB  | 1840-1         | 541                  | (600-1)  | C   | 1840-1½        | 541                  | (600-1½) |
|          |     |            | D   | 1880-2         | 581                  | (600-2)  |     |                |                      |          |

# RADAR INSTRUMENT APPROACH MINIMUMS

## OKLAHOMA CITY, OK WILL ROGERS WORLD

RADAR - 124.6 266.8



Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

|          |            |         | DA/<br>MDA-VIS | HAT/<br>HATH/<br>CEIL-VIS | CAT | DA/<br>MDA-VIS | HAT/<br>HATH/<br>CEIL-VIS |
|----------|------------|---------|----------------|---------------------------|-----|----------------|---------------------------|
| RWY      | GS/TCH/RPI | CAT     |                |                           |     |                |                           |
| ASR 35R  | ABC        | 1680/40 | 386            | (400-¾)                   | DE  | 1680/50        | 386 (400-1)               |
| 17L      | ABCDE      | 1680/60 | 394            | (400-1¼)                  |     |                |                           |
| 17R      | ABC        | 1680-¾  | 398            | (400-¾)                   | DE  | 1680-1         | 398 (400-1)               |
| 35L      | ABCDE      | 1680-1¼ | 403            | (400-1¼)                  |     |                |                           |
| CIRCLING | AB         | 1760-1¼ | 465            | (500-1¼)                  | C   | 1760-1½        | 465 (500-1½)              |
|          | D          | 1860-2  | 565            | (600-2)                   | E   | 2240-3         | 945 (1000-3)              |

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.

Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

## TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

|                     |            | DA/<br>MDA-VIS | HAT/<br>HATH/<br>CEIL-VIS |
|---------------------|------------|----------------|---------------------------|
| RWY                 | GS/TCH/RPI |                |                           |
| ASR 35 <sup>1</sup> | A          | 1940/24        | 649 (700-½)               |
|                     | B          | 1940/40        | 649 (700-¾)               |
|                     | C          | 1940/60        | 649 (700-1¼)              |
|                     | D          | 1940-1½        | 649 (700-1½)              |
|                     | E          | 1940-1¾        | 649 (700-1¾)              |
| 17 <sup>2</sup>     | A          | 2000/40        | 733 (800-¾)               |
|                     | B          | 2000/50        | 733 (800-1)               |
|                     | C          | 2000-1¾        | 733 (800-1¾)              |
|                     | D          | 2000-2         | 733 (800-2)               |
|                     | E          | 2000-2¼        | 733 (800-2¼)              |
| CIR <sup>3</sup> 35 | A          | 1940-1         | 649 (700-1)               |
|                     | B          | 1940-1¼        | 649 (700-1¼)              |
|                     | C          | 1940-1¾        | 649 (700-1¾)              |
|                     | D          | 1980-2¼        | 689 (700-2¼)              |
|                     | E          | 2040-2¾        | 749 (800-2¾)              |
| 17                  | A          | 2000-1         | 709 (800-1)               |
|                     | B          | 2000-1¼        | 709 (800-1¼)              |
|                     | C          | 2000-2         | 709 (800-2)               |
|                     | D          | 2000-2¼        | 709 (800-2¼)              |
|                     | E          | 2040-2¾        | 749 (800-2¾)              |

<sup>1</sup>When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. <sup>2</sup>When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. <sup>3</sup>CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

# RADAR INSTRUMENT APPROACH MINIMUMS

**TULSA, OK**

Amdt.17D, MAY 16, 2000 (FAA)

ELEV 677

**TULSA INTL**

RADAR - 124.0 338.3 ▽

|          |               |     | DA/<br>HATh/ | HAA | CEIL-VIS | CAT | DA/<br>HATh/ | HAA | CEIL-VIS |
|----------|---------------|-----|--------------|-----|----------|-----|--------------|-----|----------|
| ASR      | RWY GS/TCH/RP | CAT | MDA-VIS      | HAA | CEIL-VIS | CAT | MDA-VIS      | HAA | CEIL-VIS |
|          | 26            | AB  | 1060-1       | 409 | (400-1)  | CD  | 1060-1¼      | 409 | (400-1¼) |
|          |               | E   | 1060-1½      | 409 | (400-1½) |     |              |     |          |
|          | 18R           | AB  | 1080-1       | 413 | (500-1)  | CD  | 1080-1¼      | 413 | (500-1¼) |
|          |               | E   | NA           |     |          |     |              |     |          |
|          | 18L           | AB  | 1080/24      | 439 | (500-½)  | C   | 1080/40      | 439 | (500-¾)  |
|          |               | DE  | 1080/50      | 439 | (500-1)  |     |              |     |          |
|          | 8             | AB  | 1120-1       | 449 | (500-1)  | C   | 1120-1¼      | 449 | (500-1¼) |
|          |               | DE  | 1120-1½      | 449 | (500-1½) |     |              |     |          |
|          | 36R           | AB  | 1140/24      | 490 | (500-½)  | C   | 1140/40      | 490 | (500-¾)  |
|          |               | DE  | 1140/50      | 490 | (500-1)  |     |              |     |          |
|          | 36L           | AB  | 1180-1       | 503 | (600-1)  | CD  | 1180-1½      | 503 | (600-1½) |
|          |               | E   | NA           |     |          |     |              |     |          |
| CIRCLING |               | AB  | 1180-1       | 503 | (600-1)  | C   | 1180-1½      | 503 | (600-1½) |
|          |               | D   | 1300-2       | 623 | (700-2)  | E   | 1300-2¼      | 623 | (700-2¼) |

Category E circling not authorized south of runway 8-26.


**INSTRUMENT APPROACH PROCEDURE CHARTS**  
**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

**ADA, OK**

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17**, 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13**, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17**, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31**, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35**, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME

TAKE-OFF MINIMUMS

**ALTUS, OK**

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

ORIG 09267 (FAA)

NOTE: **Rwy 35**, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

**ALTUS AFB (KLTS)**

ALTUS, OK .....09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

**ALVA, OK**

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

**ARDMORE, OK**

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1500 prior to turning. **Rwy 35**, climb on runway heading to 1400 prior to turning.

## ARDMORE, OK (CON'T)

### ARDMORE MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 240' per NM to 900. **Rwy 35**, 500-1 or std. with a min. climb of 440' per NM to 900.

## ARKADELPHIA, AR

### DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4**, multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22**, railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

## ASH FLAT, AR

### SHARP COUNTY RGNL

NOTE: **Rwy 4**, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22**, numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

## BARTLESVILLE, OK

### BARTLESVILLE MUNI (BVO)

#### ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35**, 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17**, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35**, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

## BATESVILLE, AR

### BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25**, std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25**, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7**, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

## BENTON, AR

### SALINE COUNTY RGNL (SUZ)

#### ORIG 07354 (FAA)

NOTE: **Rwy 2**, road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20**, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

## BENTONVILLE, AR

### BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36**, tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

## BLYTHEVILLE, AR

### ARKANSAS INTL (BYH)

#### ORIG 08101 (FAA)

NOTE: **Rwy 36**, tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

## BLYTHEVILLE MUNI (HKA)

#### ORIG 08157 (FAA)

NOTE: **Rwy 18**, tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36**, tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

## BOISE CITY, OK

### BOISE CITY (17K)

#### ORIG 09295 (FAA)

NOTE: **Rwy 22**, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

## BRISTOW, OK

### JONES MEMORIAL

NOTE: **Rwy 17**, cross departure end of runway at or above 31' AGL/882' MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960' MSL.

## CARLISLE, AR

CARLISLE MUNI (4M3)

ORIG 08157 (FAA)

NOTE: **Rwy 9**, trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18**, trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27**, trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36**, road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

## CHANDLER, OK

CHANDLER RGNL

NOTE: **Rwy 35**, tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

## CLAREMORE, OK

CLAREMORE RGNL (GCM)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 300' per NM to 1100.

NOTE: **Rwy 17**, terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35**, tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

## CLARKSVILLE, AR

CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

## CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: **Rwy 5**, numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23**, numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

## CLINTON, OK

CLINTON RGNL

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.

**Rwy 35**, 300-1 or std. w/ min. climb of 408' per NM to 2000.

NOTE: **Rwy 35**, tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

## CLINTON, OK (CONT)

CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: **Rwy 17L**, tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R**, tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R**, control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

## CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA at night. **Rwy**

**26**, 200-1 or std. w/ min. climb of 346' per NM to 600.

**Rwy 36**, 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 900 before proceeding on course.

NOTE: **Rwy 8**, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18**, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26**, antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36**, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

## CUSHING, OK

CUSHING MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29**, NA.

**Rwy 36**, 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36**, climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 36**, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

## DEQUEEN, AR

J. LYNN HELMS SEVIER COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

## DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31**, railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

**DUMAS, AR**

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.**DUNCAN, OK**

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 400-2, or std. with a min. climb of 220' per NM to 1600.**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13, 22, 31, 35**, 300-1.DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.**EL RENO, OK**

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36**, NA-Environmental.**Rwy 35**, 200-1 or std. w/ min. climb of 300' per NM to 1700.NOTE: **Rwy 17**, vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35**, powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.**ELK CITY, OK**

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35**, multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.**ENID, OK**

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13**, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35**, fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.**FAIRVIEW, OK**

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.**FAYETTEVILLE, AR**

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 501' per NM to 1800 or 400-1½ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions.**Rwy 34**, 300-1 or std. w/ min. climb of 648' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 16**, climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34**, climb heading 344° to 2700 before proceeding on course.NOTE: **Rwy 16**, multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL.Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34**, multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.**FAYETTEVILLE/SPRINGDALE/ROGERS, AR**

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 500-2¾ or std. with a min. climb of 227' per NM to 1900.NOTES: **Rwy 16**, trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34**, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.**FLIPPIN, AR**

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.**FORREST CITY, AR**

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

## FORT SMITH, AR

### FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19**, 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200' NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25**, 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7**, terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

**Rwy 19**, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25**, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

## GOLDSBY, OK

### DAVID JAY PERRY

NOTE: **Rwy 13**, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31**, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35**, tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

## GROVE, OK

### GROVE MUNI (GMJ)

### ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18**, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windssock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36**, rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

## GUTHRIE, OK

### GUTHRIE-EDMOND RGNL (GOK)

### AMDT 1 09351 (FAA)

NOTE: **Rwy 16**, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

## GUYMON, OK

### GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.  
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3700 before turning.

## HARRISON, AR

### BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.  
DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

## HELENA/WEST HELENA, AR

### THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 250' per NM to 700.

## HENRYETTA, OK

### HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36**, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

**HOBART, OK**

HOBART RGNL (HBR)

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30, NA**-  
Environmental.NOTE: **Rwy 35**, Terrain beginning 107' from departure  
end of runway, 185' left of centerline, 0' AGL/1549' MSL.  
terrain beginning 109' from departure end of runway, 63'  
right of centerline, 0' AGL/1549' MSL.**HOPE, AR**

HOPE MUNI (M18)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Rwy closed  
indefinitely.NOTE: **Rwy 16**, tree 1395' from DER, 695' left of  
centerline, 70' AGL/409' MSL. Tree 1307' from DER,  
842' right of centerline, 70' AGL/399' MSL. Tree 2217'  
from DER, on centerline, 70' AGL/399' MSL. **Rwy 34**,  
trees beginning 504' from DER, 113' right of centerline,  
up to 70' AGL/460' MSL. Trees beginning 1173' from  
DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush  
39' from DER, 162' left of centerline, 10' AGL/369' MSL.  
Fence 154' from DER, 474' right of centerline, 11' AGL/  
371' MSL. Fence 410' from DER, 90' right of centerline,  
11' AGL/370' MSL. Terrain 43' from DER, 448' left of  
centerline, 365' MSL.**HOT SPRINGS, AR**

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a  
min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std.  
with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1  
or std. with a min. climb of 220' per NM to 700.DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn  
via HOT R-065, continue climb to 1700 before departing  
on course. **Rwys 13, 23, 31**, climb on runway heading to  
1700 before departing on course.**IDABEL, OK**

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2**, trees 1.92 NM from departure end of  
runway, on centerline, 100' AGL/629' MSL.**JONESBORO, AR**

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.NOTE: **Rwy 5**, multiple trees beginning 872' from  
departure end of runway, 459' right of centerline, up to 55'  
AGL/304' MSL, trees 1226' from departure end of runway,  
557' left of centerline, 64' AGL/315' MSL. **Rwy 13**,  
multiple trees and poles beginning 356' from departure  
end of runway, 188' right of centerline, up to 48' AGL/304'  
MSL. Trees and poles beginning 694' from departure  
end of runway, 81' left of centerline, 45' AGL/278' MSL.  
Railroad 600' from departure end of runway, 9' left of  
centerline, up to 19' AGL/275' MSL. **Rwy 23**, multiple  
trees beginning 2493' from departure end of runway, 282'  
right of centerline, up to 66' AGL/326' MSL.**LITTLE ROCK, AR**

ADAMS FIELD (LIT)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min.  
climb of 391' per NM to 600. **Rwy 22L**, 300-1¾ or std. w/  
min. climb of 216' per NM to 500, or alternatively, with  
standard takeoff minimums and a normal 200' per NM  
climb gradient, takeoff must occur no later than 1500'  
prior to departure end of runway. **Rwy 22R**, 300-2 or std.  
w/ min. climb of 329' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 22R**, climb heading  
225° to 1100 before turning right. **Rwy 36**, climb heading  
360° to 800 before turning left.NOTE: **Rwy 4L**, tree 1784' from departure end of runway,  
787' right of centerline, 100' AGL/339' MSL. **Rwy 4R**,  
tree 3337' from departure end of runway, 1050' right of  
centerline, 100' AGL/349' MSL. **Rwy 18**, trees beginning  
1147' from departure end of runway, 153' left of  
centerline, up to 100' AGL/401' MSL. Vehicle/road 2037'  
from departure end of runway, 177' left of centerline, 17'  
AGL/313' MSL, railroad 1264' from departure end of  
runway, 18' left of centerline, 23' AGL/285' MSL. Trees  
beginning 1473' from departure end of runway, 132' right  
of centerline, up to 100' AGL/479' MSL, elevator 4633'  
from departure end of runway, 371' right of centerline,  
88' AGL/399' MSL. Train 60' from departure end of  
runway, 470' right of centerline, 23' AGL/282' MSL.  
Stack 4873' from departure end of runway, 75' right of  
centerline, 87' AGL/402' MSL. Railroad crossing guard  
489' from departure end of runway, 545' right of  
centerline, 26' AGL/282' MSL. Railroad 777' from  
departure end of runway, 537' right of centerline, 23'  
AGL/277' MSL. **Rwy 22L**, trees, beginning 782' from  
departure end of runway, 174' left of centerline, up to 100'  
AGL/419' MSL. Obstruction light poles, beginning 2130'  
from departure end of runway, 754' left of centerline, up  
to 100' AGL/364' MSL. Building 1310' from departure  
end of runway, 820' left of centerline, 25' AGL/300' MSL.  
Trees, beginning 4728' from departure end of runway,  
1423' right of centerline, up to 100' AGL/499' MSL. Light  
982' from departure end of runway, 503' right of  
centerline, 100' AGL/295' MSL. **Rwy 22R**, trees  
beginning 1236' from departure end of runway, 407' left  
of centerline, up to 100' AGL/512' MSL. Railroad 969'  
from departure end of runway, 731' left of centerline, 26'  
AGL/285' MSL. Antenna 9769' from departure end of  
runway, 2625' left of centerline, 119' AGL/508' MSL.  
Train 441' from departure end of runway, 608' right of  
centerline, 23' AGL/282' MSL. Poles beginning 948'  
from departure end of runway, 101' right of centerline, up  
to 34' AGL/293' MSL. Building 1169' from departure end  
of runway, 420' right of centerline, 32' AGL/291' MSL.  
Trees beginning 1702' from departure end of runway,  
356' right of centerline, up to 100' AGL/311' MSL.  
Railroad crossing guard 819' from departure end of  
runway, 216' right of centerline, 23' AGL/282' MSL.  
Antenna 349' from departure end of runway, 479' right of  
centerline, 18' AGL/267' MSL. **Rwy 36**, trees beginning  
449' from departure end of runway, 15' left of centerline,  
up to 100' AGL/370' MSL. Pole 904' from departure end  
of runway, 386' left of centerline, 41' AGL/300' MSL.  
Tower 1669' from departure end of runway, 505' left of  
centerline, 60' AGL/313' MSL. Trees beginning 350'  
from departure end of runway, 408' right of centerline, up  
to 100' AGL/347' MSL. Pole 902' from departure end of  
runway, 25' right of centerline, 42' AGL/301' MSL.

**LITTLE ROCK AFB (KLRF)**

JACKSONVILLE, AR ..... 08045  
 DEPARTURE PROCEDURE: **Rwy 25**, Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline.  
 TAKE-OFF OBSTACLES: **Rwy 07**: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

**MADILL, OK****MADILL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.  
 DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

**MAGNOLIA, AR****MAGNOLIA MUNI**

NOTE: **Rwy 18**, 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

**MALVERN, AR****MALVERN MUNI**

NOTE: **Rwy 4**, multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22**, multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.

**MC ALESTER, OK****MC ALESTER RGNL (MLC)****ORIG-A 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20**, 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2**, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20**, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

**MELBOURNE, AR****MELBOURNE MUNI-JOHN E MILLER FIELD**

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1½ or std. with a min. climb of 211' per NM to 1000.  
 NOTE: **Rwy 21**, water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

**MENA, AR****MENA INTERMOUNTAIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17**, std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27**, std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35**, std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.  
 DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35**, for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.  
 NOTE: **Rwy 27**, trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

**MONTICELLO, AR****MONTICELLO MUNI/ELLIS FIELD (LLQ)****ORIG 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 21**, 200-1¼ or std. w/ min. climb of 436' per NM to 600.  
 NOTE: **Rwy 3**, tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21**, tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

**MORRILTON, AR****MORRILTON MUNI (BDQ)****ORIG-A 08129 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 27**, Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.  
 DEPARTURE PROCEDURE: **Rwy 27**, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.  
 NOTE: **Rwy 9**, trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27**, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

**PETIT JEAN PARK**

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 420' per NM to 1400.  
 DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.



## MOUNTAIN HOME, AR

### OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23**, turn left: **All aircraft** proceed direct via FLP VOR/ DME then climb on course.

## MOUNTAIN VIEW, AR

### MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

## MULDROW AHP (KHYM)

### LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17**, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35**, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

## MUSKOGEE, OK

### DAVIS FIELD (MKO)

#### ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.

**Rwy 22**, 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31**, 300-1½ or std. w/ min.

#### DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22**, tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31**, tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

## NEWPORT, AR

### NEWPORT MUNI (M19)

#### ORIG 08269 (FAA)

NOTE: **Rwy 22**, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36**, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

## NORMAN, OK

### UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3**, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21**, terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35**, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

## NORTH LITTLE ROCK, AR

### NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5**, 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35**, 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

## OKLAHOMA CITY, OK

### CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R**, multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L**, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

## SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

## WILL ROGERS WORLD

NOTE: **Rwy 35L**, post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36**, obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

## WILEY POST (PWA)

### AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 127° to 2300 before turning left. **Rwys 35L, 35R**, climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13**, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L**, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R**, windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL.

**Rwy 31**, road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L**, multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

## OKMULGEE, OK

### OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL/779' MSL.

**OSCEOLA, AR****OSCEOLA MUNI**TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.NOTE: **Rwy 1**, 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.**OZARK, AR****OZARK-FRANKLIN COUNTY**TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22**, std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.NOTE: **Rwy 4**, trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22**, rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.**PARAGOULD, AR****KIRK FIELD**TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26**, NA-unsurveyed turf runways. **Rwy 22**, 200-1.NOTE: **Rwy 4**, tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22**, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.**PONCA CITY, OK****PONCA CITY RGNL (PNC)****ORIG 07354 (FAA)**NOTE: **Rwy 17**, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35**, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.**POTEAU, OK****ROBERT S. KERR**DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2500 before turning on course. **Rwy 36**, climb runway heading to 2800 before turning on course.NOTE: **Rwy 36**, cross departure end of runway at or above 16' AGL/461' MSL.**PRYOR, OK****MID-AMERICA INDUSTRIAL**DEPARTURE PROCEDURE: **Rwys 18, 36**, climb to 1400 before turning on course.**ROGERS, AR****ROGERS MUNI-CARTER FIELD**NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.**RUSSELLVILLE, AR****RUSSELLVILLE RGNL**TAKE-OFF MINIMUMS: **Rwy 7**, 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25**, 1800-3 or std. with a min. climb of 230' per NM to 2200.NOTE: **Rwy 7**, building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.**SALLISAW, OK****SALLISAW MUNI**TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35**, 700-2 or std. with a min. climb of 470' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1000 before turning. **Rwy 35**, climbing left turn to 1500 on heading 180° before proceeding on course.**SAND SPRINGS, OK****WILLIAM R. POGUE MUNI (OWP)****AMDT 2 09071 (FAA)**TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/min. climb of 260' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 17**, climb heading 169° to 2500 before turning left. **Rwy 35**, climb heading 349° to 2500 before turning right.NOTE: **Rwy 17**, trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35**, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.**SEMINOLE, OK****SEMINOLE MUNI**NOTE: **Rwy 16**, powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.**SILOAM SPRINGS, AR****SMITH FIELD**NOTE: **Rwy 18**, light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36**, power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.



## SPRINGDALE, AR SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36**, 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

## STUTTGART, AR STUTTGART MUNI

NOTE: **Rwy 18**, tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27**, tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

## TAHLEQUAH, OK TAHLEQUAH MUNI (TQH) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17**, trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35**, poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

## TEXARKANA, AR TEXARKANA RGNL-WEBB FIELD (TXK) AMDT 4 07354 (FAA)

NOTE: **Rwy 4**, multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13**, multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22**, multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31**, vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL.

## TINKER AFB (KTIK), OKLAHOMA CITY, OK . . . . . 09043

DEPARTURE PROCEDURE: **Rwy 30**, climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35**, intercept TIKR-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30**, Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

## TULSA, OK RICHARD LLOYD JONES JR (RVS) AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1¼ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climb heading 007° to 1400 before proceeding on course.

**Rwy 13**, climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R**, climb heading 187° to 1400 before proceeding on course. **Rwy 31**, climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L**, tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL. **Rwy 1R**, railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13**, building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L**, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R**, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31**, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.



**TULSA, OK (CON'T)****TULSA INTL**

TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.

DEPARTURE PROCEDURE: Comply with SID or as cleared.

**VANCE AFB (KEND)**

ENID, OK . . . . .09323

**TAKE-OFF OBSTACLES:**

**Rwy 17C:** Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

**Rwy 17L:** Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

**Rwy 17R:** Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

**Rwy 35C:** Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

**Rwy 35L:** Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

**Rwy 35R:** Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

**WAGONER, OK**

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36**, Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

**WATONGA, OK**

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17**, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35**, trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL.

Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

**WEATHERFORD, OK**

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17**, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35**, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

**WEST MEMPHIS, AR**

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

**WOODWARD, OK**

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 3100 before proceeding on course.

## RNAV (GPS) RWY 17

ADA MUNI (ADH)

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61012</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Idg <b>6203</b><br>TDZE <b>1016</b><br>Apt Elev <b>1016</b> |
|--|------------------------|---|

**▼** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**▲** Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

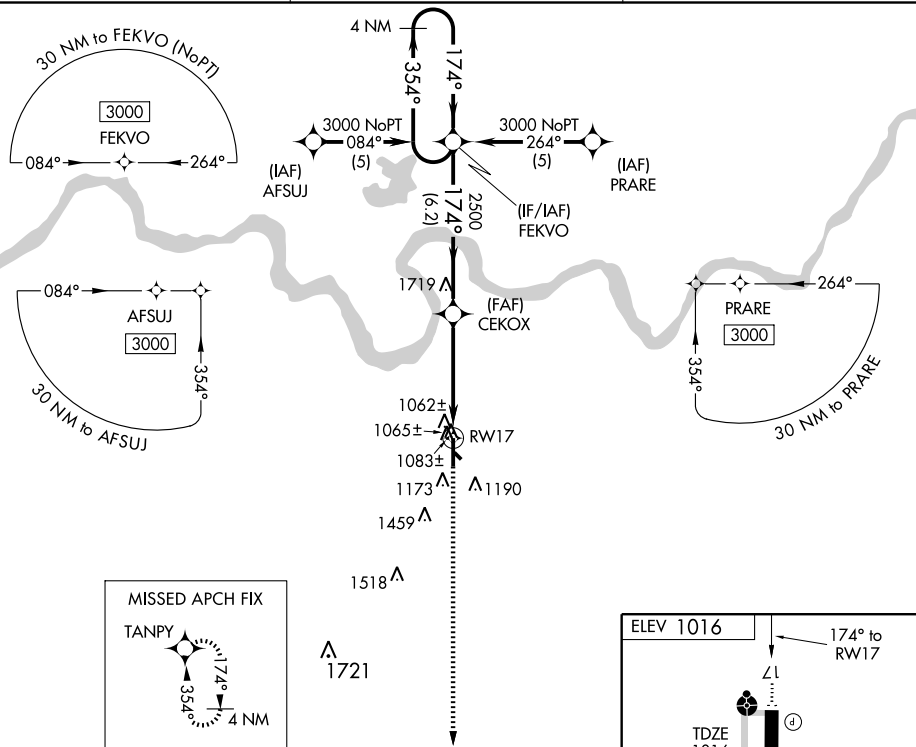


**MISSED APPROACH:**  
Climb to 3000 direct  
TANPY and hold.

AWOS-3  
**118.725**

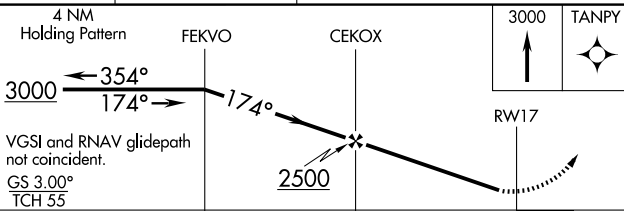
FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF) 1**

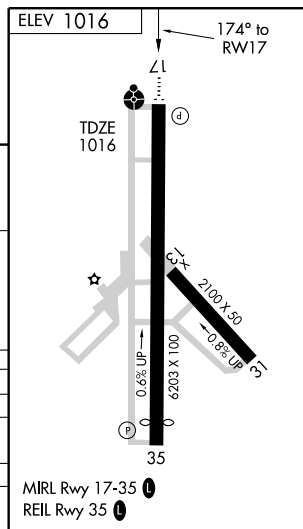


MISSED APCH FIX

TANPY



| CATEGORY     | A      | B           | C                       | D  |
|--------------|--------|-------------|-------------------------|----|
| LPV DA       | 1304-1 | 288 (300-1) |                         | NA |
| LNAV/VNAV DA | 1335-1 | 319 (400-1) |                         | NA |
| LNAV MDA     | 1380-1 | 364 (400-1) |                         | NA |
| CIRCLING     | 1520-1 | 504 (600-1) | 1520-1½<br>504 (600-1½) | NA |



MIRL Rwy 17-35 1

REIL Rwy 35 1

## RNAV (GPS) RWY 35

ADA MUNI (ADH)

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>70412</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Idg <b>6103</b><br>TDZE <b>995</b><br>Apt Elev <b>1016</b> |
|--|------------------------|--|

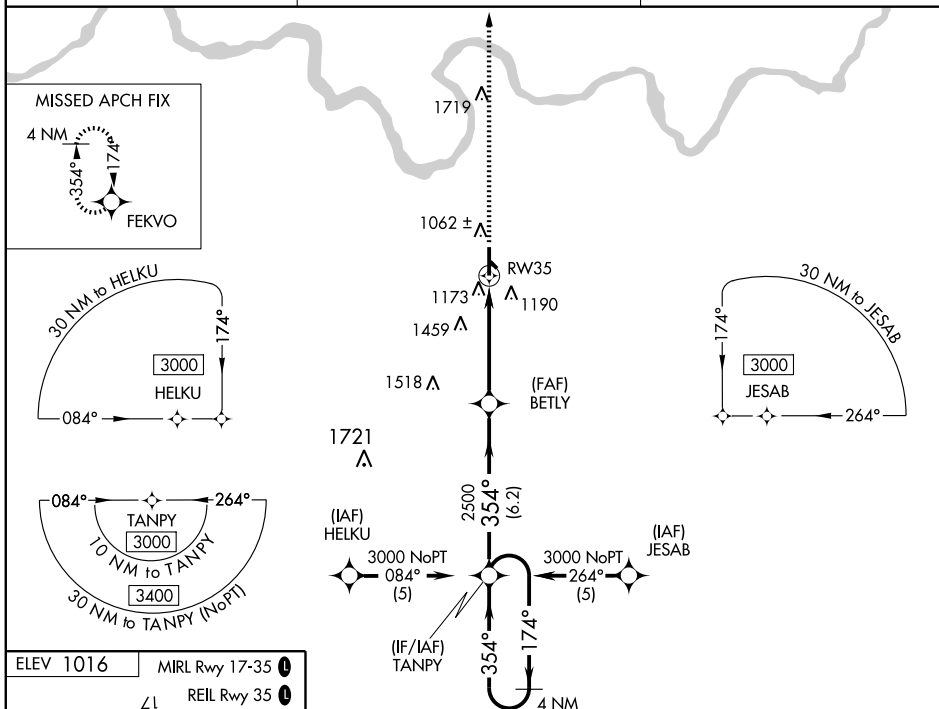
**⚠** Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

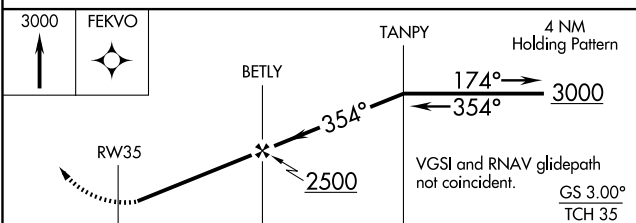
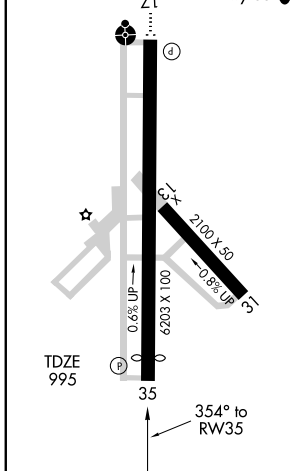
AWOS-3  
**118.725**

FORT WORTH CENTER  
**128.1 327.15**

UNICOM  
**122.8 (CTAF) 1**



ELEV 1016 MRL Rwy 17-35 1  
REIL Rwy 35 1



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LPV DA   | 1263-1 | 268 (300-1) |                         | NA |
| LNAV MDA | 1600-1 | 605 (600-1) | 1600-1¾<br>605 (600-1¾) | NA |
| CIRCLING | 1600-1 | 584 (600-1) | 1600-1¾<br>584 (600-1¾) | NA |

|  |                        |  |
|--|------------------------|--|
| VOR/DME ADH<br><b>117.8</b><br>Chan <b>125</b> | APP CRS<br><b>351°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1016</b> |
|--|------------------------|--|

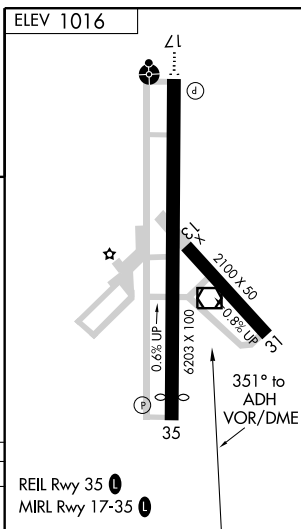
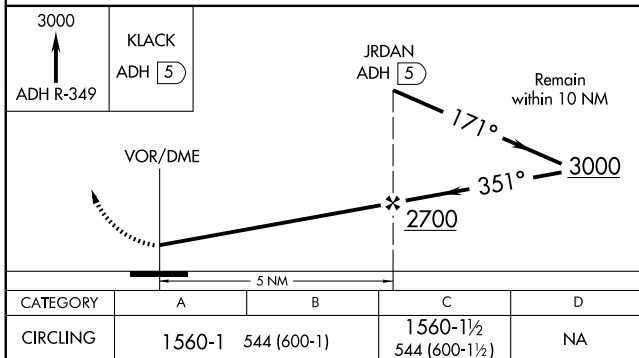
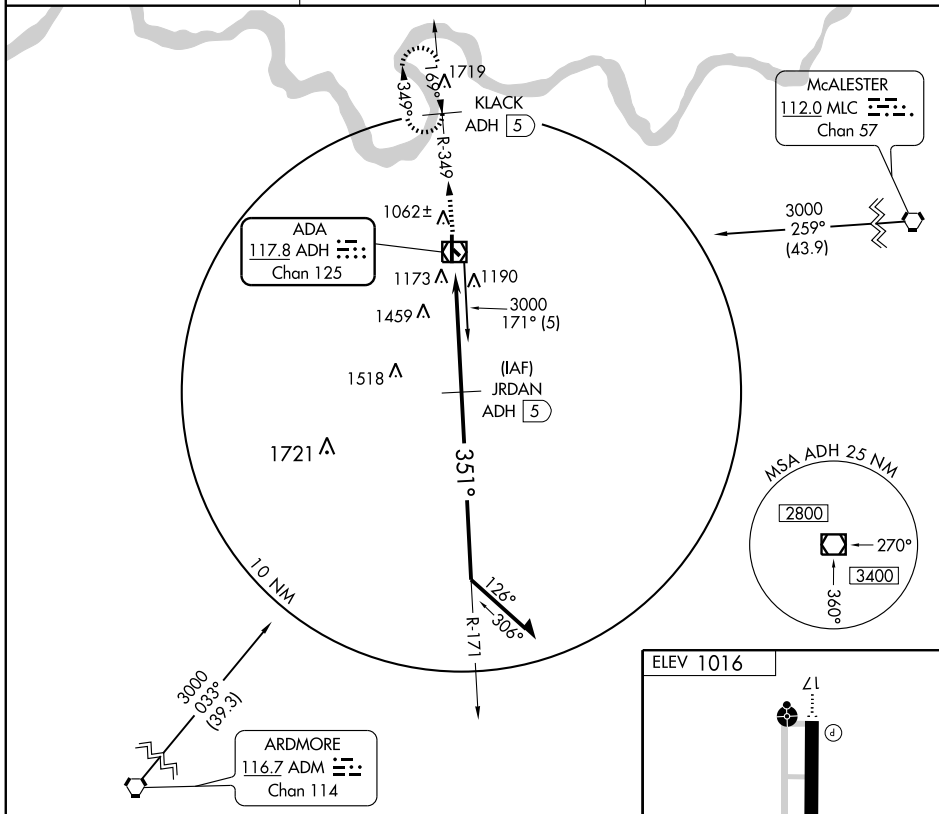
# VOR/DME-A

ADA MUNI (ADH)

**NA** Circling to Rwy 31 not authorized at night.

MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>118.725</b> | FORT WORTH CENTER<br><b>128.1 327.15</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|--|-------------------------------|



|  |                        |   |
|--|------------------------|---|
| VOR/DME ADH<br><b>117.8</b><br>Chan <b>125</b> | APP CRS<br><b>169°</b> | Rwy Idg <b>6103</b><br>TDZE <b>1016</b><br>Apt Elev <b>1016</b> |
|--|------------------------|---|

VOR/DME RWY 17  
ADA MUNI (ADH)

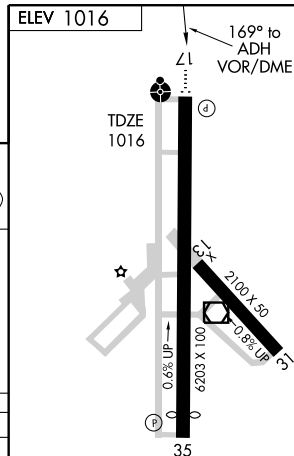
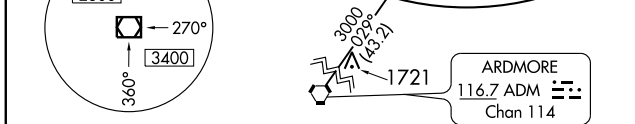
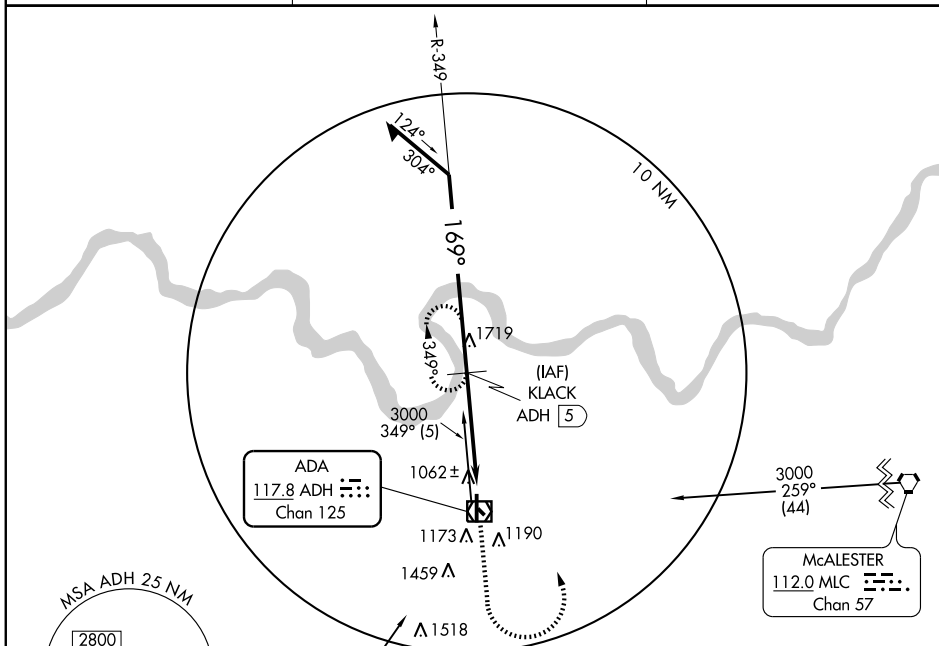
Circling to Rwy 31 not authorized at night.

ODALS

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3  
118.725

FORT WORTH CENTER  
128.1 327.15

UNICOM  
**122.8** (CTAF) **L**

REIL Rwy 35 **L**  
MIRL Rwy 17-35 **L**

Remain within 10 NM

KLACK ADH 5

2800

349°

169°

2500

3.13°  $\frac{300}{4}$  TCH 40

ADH 1

VOR/DME

4 NM

0.4 0.6

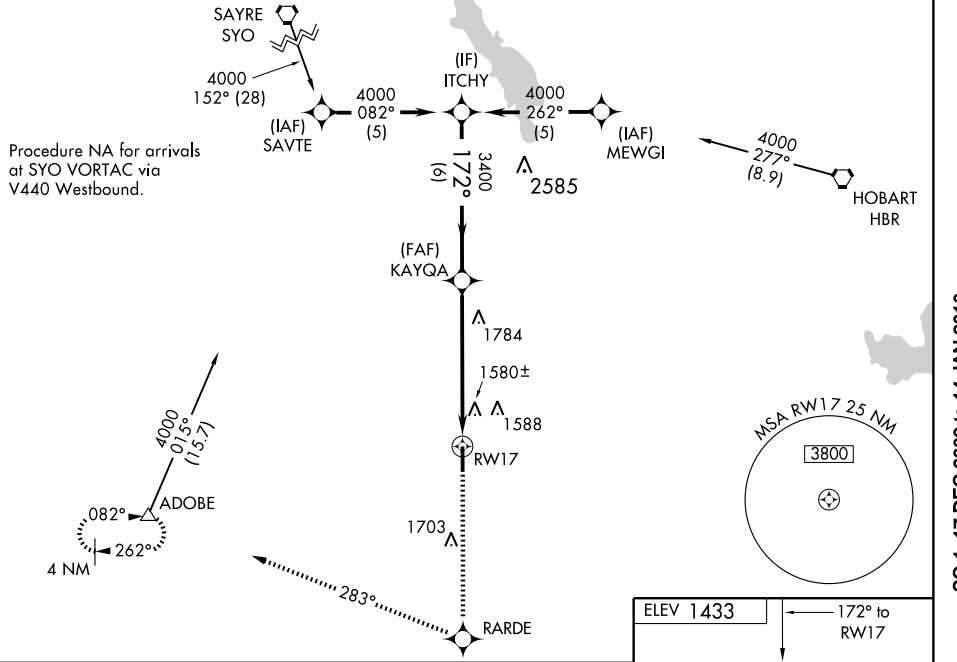
Visual glideslope indicator and descent angle not coincident.

| CATEGORY | A                  | B | C                    | D  |
|----------|--------------------|---|----------------------|----|
| S-17     | 1400-1 384 (400-1) |   |                      | NA |
| CIRCLING | 1520-1 504 (600-1) |   | 1520-1½ 504 (600-1½) | NA |

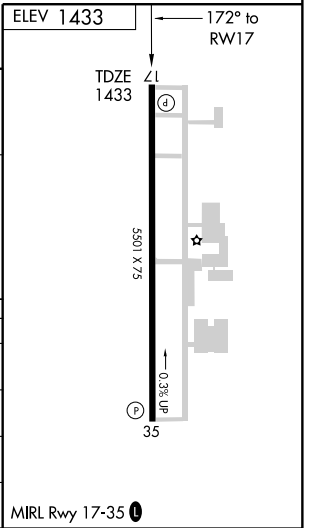
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

|                   |                               |                          |
|-------------------|-------------------------------|--------------------------|
| AWOS-3<br>118.825 | ALTUS APP CON*<br>125.1 259.3 | UNICOM<br>122.8 (CTAF) ① |
|-------------------|-------------------------------|--------------------------|



| CATEGORY  |     | A       | B           | C                       | D  |
|-----------|-----|---------|-------------|-------------------------|----|
| LPV       | DA  | 1713-1  |             | 280 (300-1)             | NA |
| LNAV/VNAV | DA  | 1925-1¾ |             | 492 (500-1¾)            | NA |
| LNAV      | MDA | 2100-1  | 667 (700-1) | 2100-1¾<br>667 (700-1¾) | NA |
| CIRCLING  |     | 2100-1  | 667 (700-1) | 2100-1¾<br>667 (700-1¾) | NA |



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93914</b><br><b>W35A</b> | APP CRS<br><b>352°</b> | Rwy Idg <b>5501</b><br>TDZE <b>1423</b><br>Apt Elev <b>1433</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 35

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

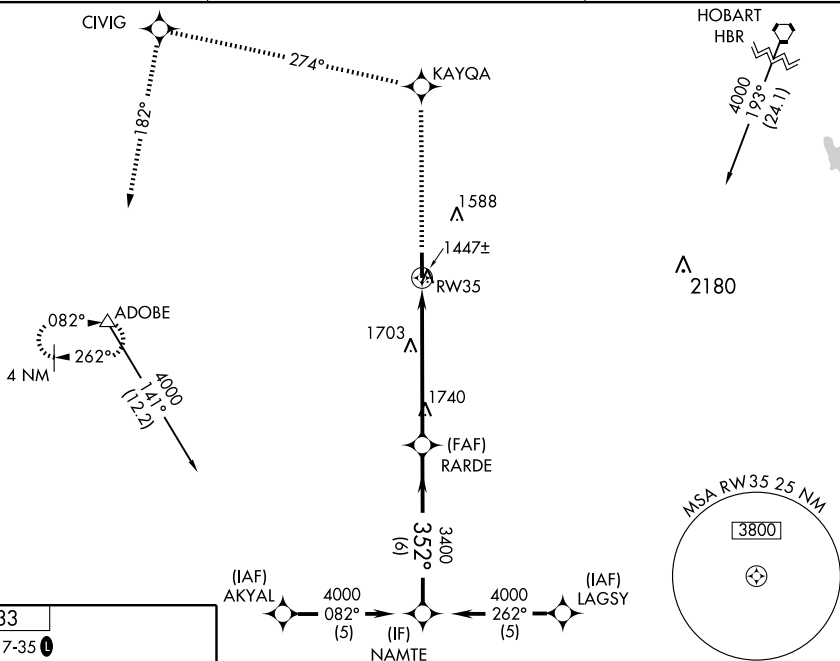
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

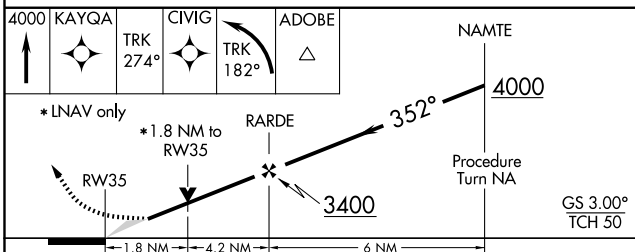
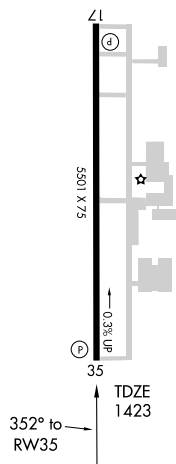
AWOS-3  
118.825

ALTUS APP CON★  
125.1 259.3

UNICOM  
122.8 (CTAF) **L**



|                         |
|-------------------------|
| ELEV 1433               |
| MIRL Rwy 17-35 <b>L</b> |



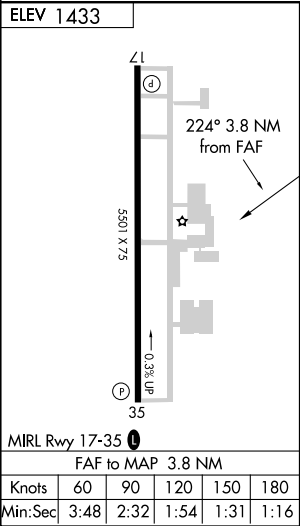
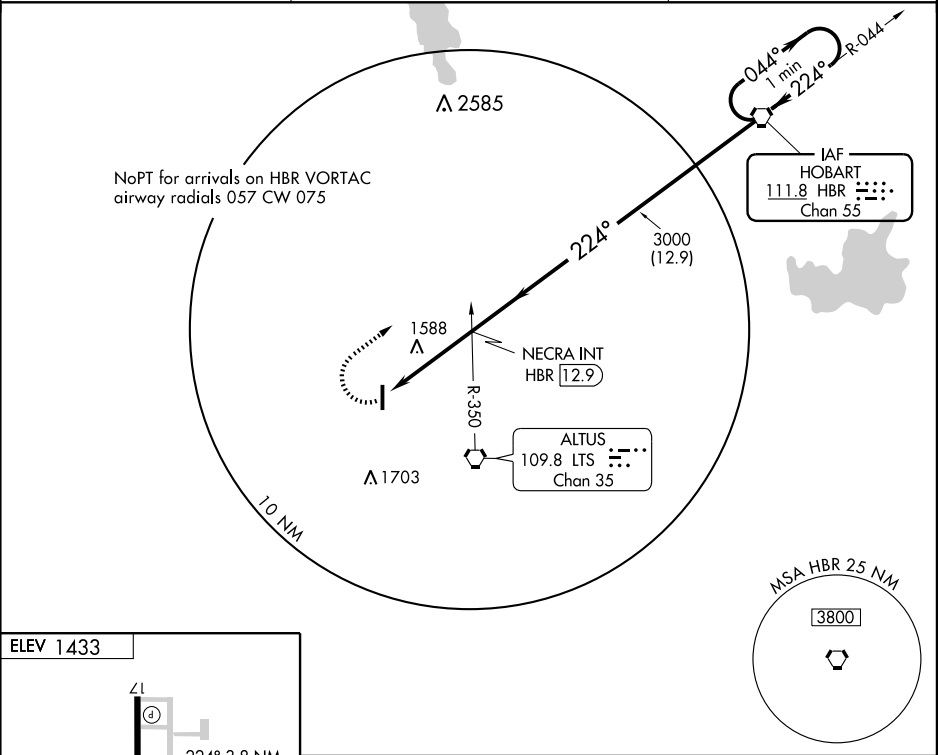
| CATEGORY         | A      | B           | C  | D  |
|------------------|--------|-------------|--|----|
| LPV DA           | 1673-1 | 250 (300-1) |  | NA |
| LNAV/<br>VNAV DA | 1717-1 | 294 (300-1) |  | NA |
| LNAV MDA         | 2040-1 | 617 (700-1) | 2040-1 $\frac{3}{4}$<br>617 (700-1 $\frac{3}{4}$ ) | NA |
| CIRCLING         | 2040-1 | 607 (700-1) | 2040-1 $\frac{3}{4}$<br>607 (700-1 $\frac{3}{4}$ ) | NA |

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC HBR | APP CRS | Rwy Idg  | N/A  |
| 111.8      | 224°    | TDZE     | N/A  |
| Chan 55    |         | Apt Elev | 1433 |

When local altimeter setting not received use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

|                   |                               |                          |
|-------------------|-------------------------------|--------------------------|
| AWOS-3<br>118.825 | ALTUS APP CON*<br>125.1 259.3 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|-------------------------------|--------------------------|



|  |        |                            |                         |    |
|--|--------|----------------------------|-------------------------|----|
| 3600                                   | HBR    | One Minute Holding Pattern |                         |    |
| HBR R-224                              | 111.8  |                            |                         |    |
| NECRA INT HBR 12.9                     | 3000   | VORTAC                     |                         |    |
| HBR 16.7                               | 3.8 NM | 12.9 NM                    | 044° → 3600             |    |
|  |        |                            | ← 224°                  |    |
| CATEGORY                               | A      | B                          | C                       | D  |
| CIRCLING                               | 1940-1 | 507 (600-1)                | 1940-1½<br>507 (600-1½) | NA |
| HOBART MUNI ALTIMETER SETTING MINIMUMS |        |                            |                         |    |
| CIRCLING                               | 2020-1 | 587 (600-1)                | 2020-1½<br>587 (600-1½) | NA |

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APP CRS<br><b>119°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1433</b> |
|--|------------------------|-----------------------------|---|

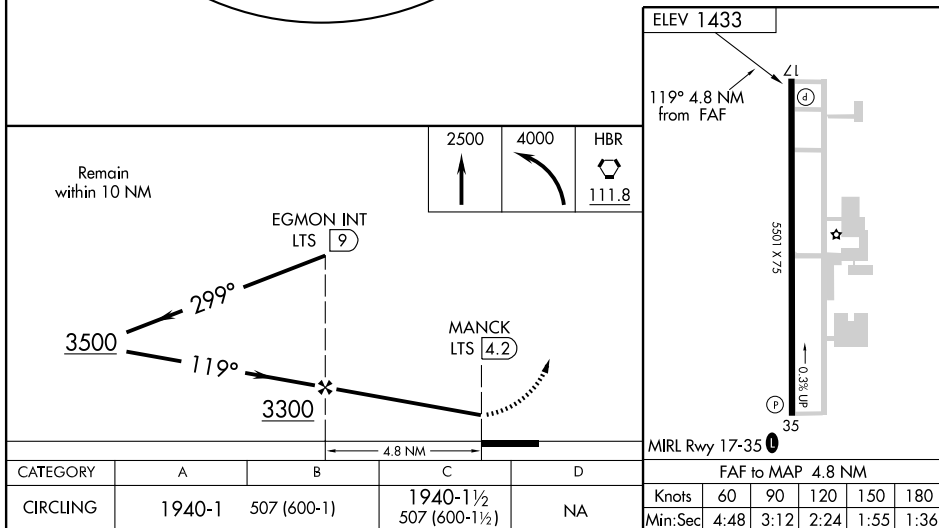
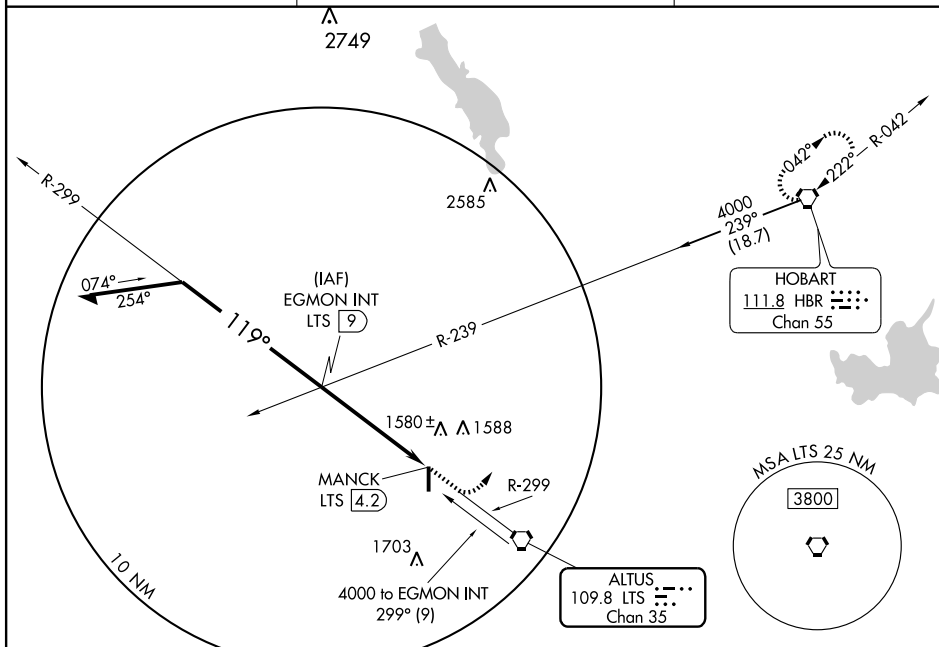
VOR-B

ALTUS/QUARTZ MOUNTAIN RGNL (A.XS)

**V** When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

|                          |                                      |                                 |
|--------------------------|--------------------------------------|---------------------------------|
| AWOS-3<br><b>118.825</b> | ALTUS APP CON*<br><b>125.1 259.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------|---------------------------------|

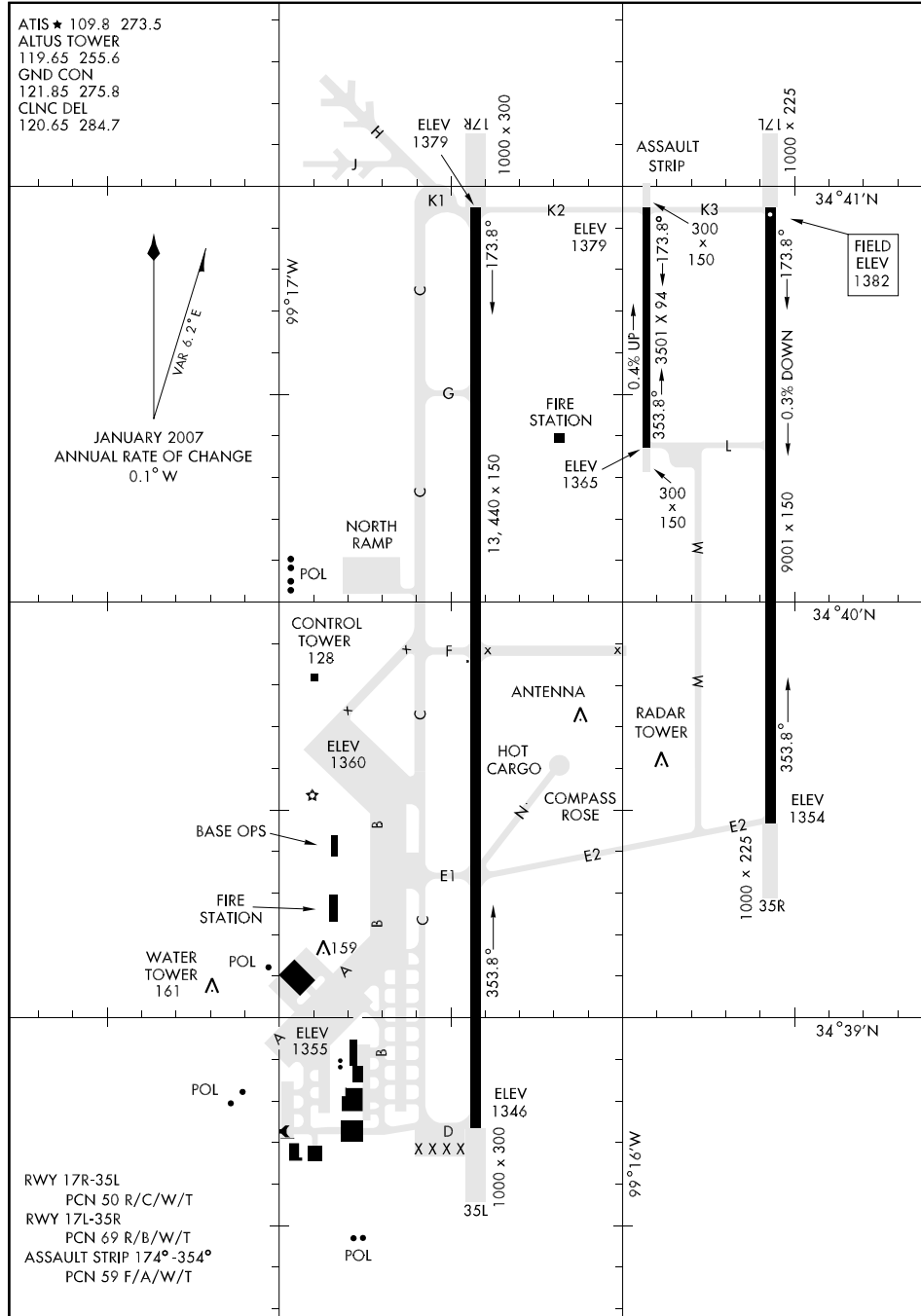


ATIS ★ 109.8 273.5  
ALTUS TOWER  
119.65 255.6  
GND CON  
121.85 275.8  
CLNC DEL  
120.65 284.7



JANUARY 2007  
ANNUAL RATE OF CHANGE  
0.1° W

SC-1, 17 DEC 2009 to 14 JAN 2010



|  |                         |  |
|--|-------------------------|--|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>357°</b> | Rwy Idg <b>13,440</b><br>TDZE <b>1353</b><br>Arpt Elev <b>1382</b> |
|--|-------------------------|--|

JAL-482 [USAF]

ALTUS AFB (KLTS)

**T** \* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.

ALSF-1

**MISSED APPROACH:** Climb to 4000, fly heading 353° to HUSLA Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★  
109.8 273.5

**FORT WORTH CENTER**  
**133.5 350.35**

|               |       |         |
|---------------|-------|---------|
| ALTUS APP CON | 125.1 | 257.725 |
|---------------|-------|---------|

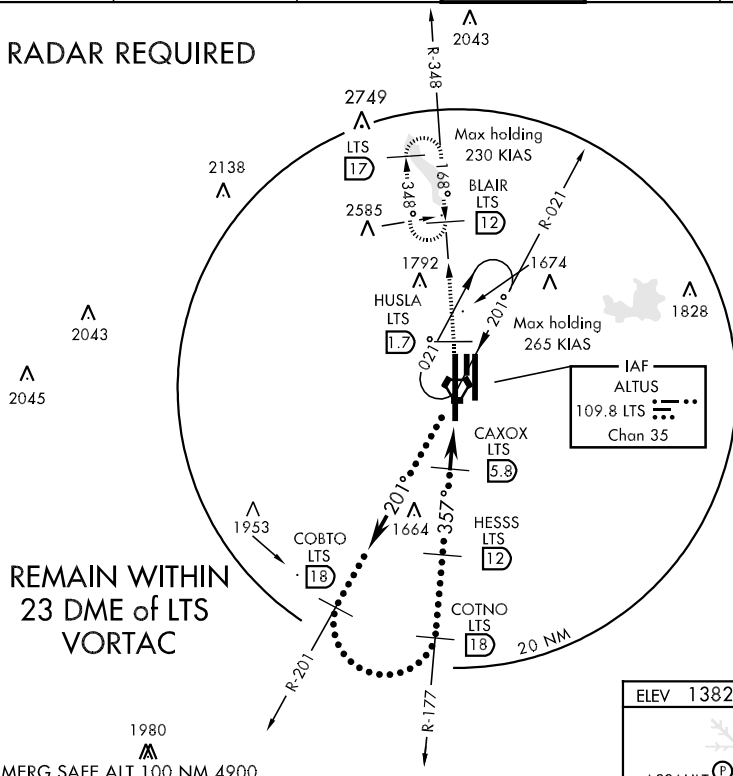
ALTUS TOWER  
119.65 255.6

GND CON  
121.85 275.8

CLNC DEL  
120.65 284.7

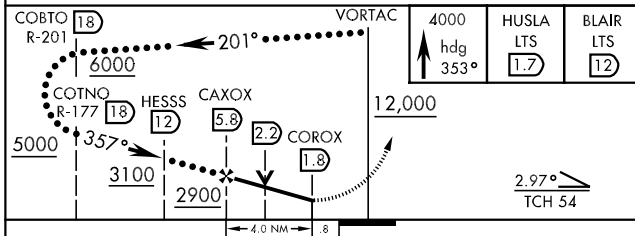
ASR

## RADAR REQUIRED

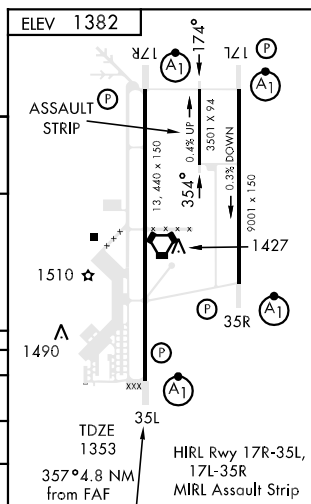


REMAIN WITHIN  
23 DME of LTS  
VORTAC

EMERG SAFE ALT 100 NM 4900



| CATEGORY    | C                       | D                     | E                      |
|-------------|-------------------------|-----------------------|------------------------|
| S-35L *     | 1760/40<br>407          | (400- $\frac{3}{4}$ ) | 1760/50<br>407 (400-1) |
| CIRCLING ** | 1840-1½<br>458 (500-1½) | 1940-2<br>558 (600-2) | 1980-2<br>598 (600-2)  |
| S-ASR 35L * | 1760/40<br>407          | (400- $\frac{3}{4}$ ) | 1760/50<br>407 (400-1) |



# HOBERT THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

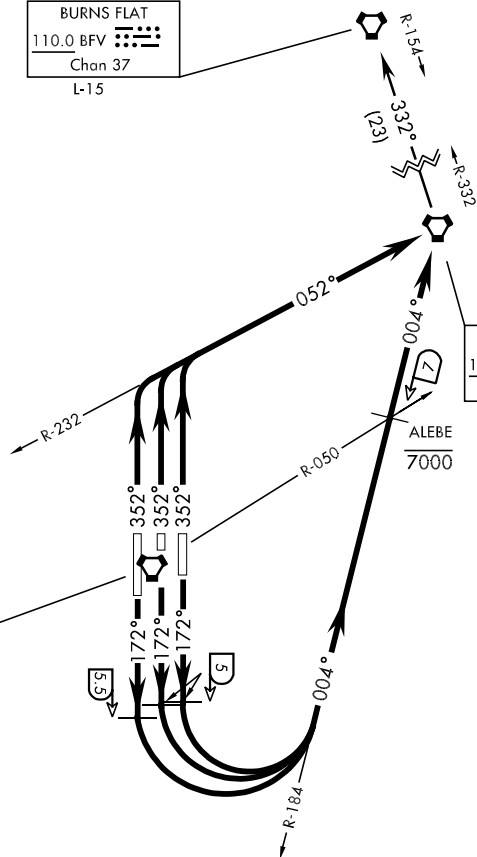
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5  
CLNC DEL  
120.65 284.7  
GND CON  
121.85 275.8  
ALTUS TOWER  
119.65 255.6  
ALTUS DEP CON  
125.1 290.9  
FORT WORTH CENTER  
133.5 350.35  
ALTUS APP CON  
125.1 257.725

BURNS FLAT  
110.0 BFV  
Chan 37  
L-15

HOBERT  
111.8 HBR  
Chan 55  
L-17

ALTUS  
109.8 LTS  
Chan 35



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174° Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354° Assault Strip: Climb on a track of 352° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

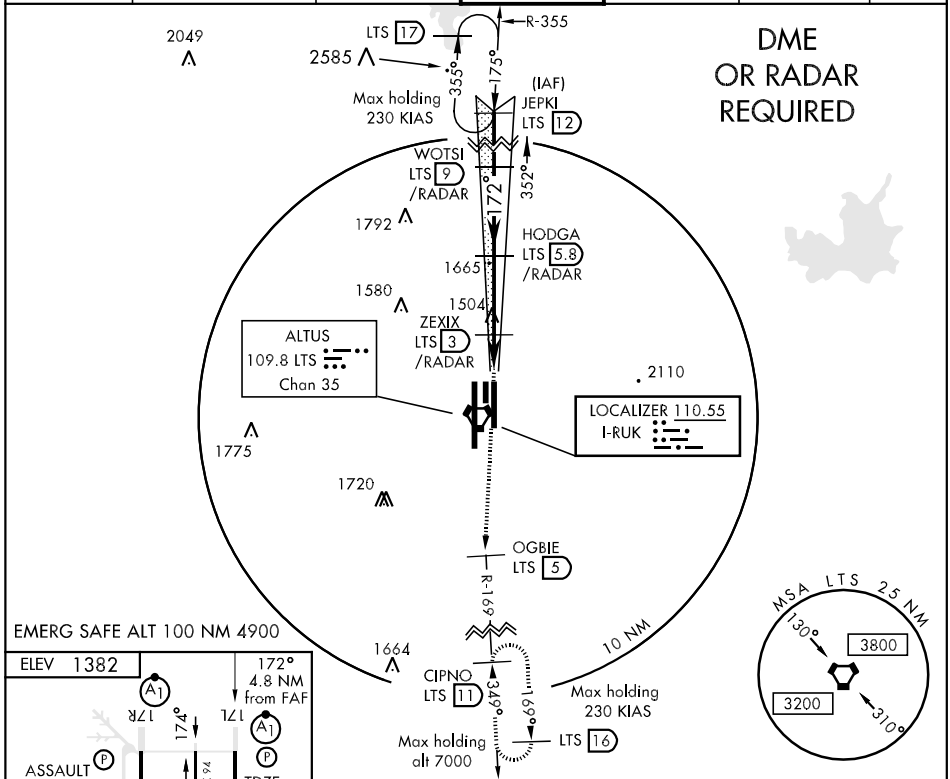
|                            |                         |  |
|----------------------------|-------------------------|--|
| LOC I-RUK<br><b>110.55</b> | APCH CRS<br><b>172°</b> | Rwy Idg<br>TDZE<br>Arprt Elev<br><b>9001</b><br><b>1382</b><br><b>1382</b> |
|----------------------------|-------------------------|--|

AL-482 [USAF]

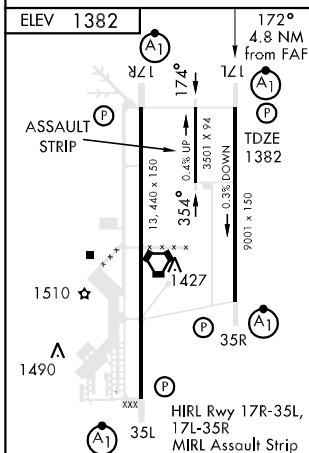
ALTUS AFB (KLTS)

|   |               |   |
|---|---------------|---|
| <p>* When ALS inop, increase RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to <math>1\frac{1}{4}</math> miles.</p> <p>*** Circling not authorized W of Rwy 17R-35L.</p> | <p>ALSF-1</p> | <p>MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.</p> |
|---|---------------|---|

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



EMERG SAFE ALT 100 NM 4900



| FAF to MAP 4.1 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

ALTUS, OKLAHOMA

Amdt 2 09127

34° 40' N-99° 16' W

ALTUS AFB (KLTS)

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-ALT<br><b>111.3</b> | APCH CRS<br><b>172°</b> | Rwy Idg <b>13,440</b><br>TDZE <b>1379</b><br>Arpt Elev <b>1382</b> |
|---------------------------|-------------------------|--|

AL-482 [USAF]

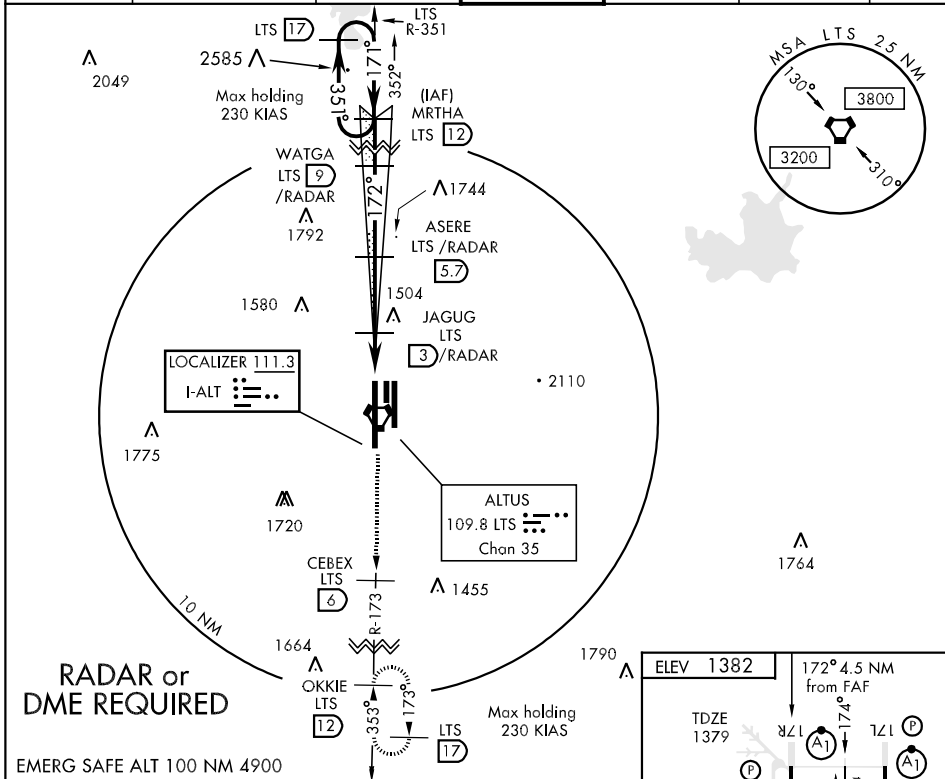
ALTUS AFB (KLTS)

▼ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,  
 CAT DE RVR to 60 and vis to 1 ¼ miles.  
 \*\*\* Circling not authorized W of Rwy 17R-35L.

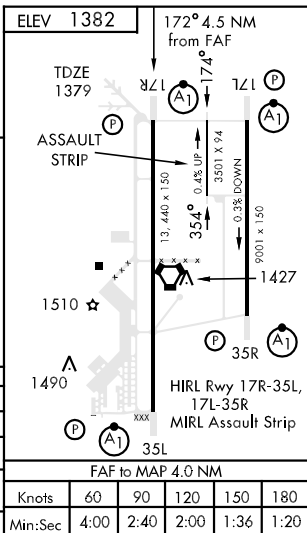


MISSED APPROACH: Climb to 4000  
 on heading 172° to CEBEX. Then via  
 LTS VORTAC R-173 to OKKIE and hold.

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



|               |                                   |                               |                               |                             |                             |                    |
|---------------|-----------------------------------|-------------------------------|-------------------------------|-----------------------------|-----------------------------|--------------------|
| 4000          | CEBEX<br>LTS<br>R-173<br><b>6</b> | OKKIE<br>LTS<br><b>12</b>     | ASERE<br><b>5.7</b><br>/RADAR | WATGA<br><b>9</b><br>/RADAR | MRTHA<br><b>12</b><br>R-351 | 3800               |
| ↑ hdg<br>172° |                                   |                               |                               |                             |                             |                    |
| VORTAC        | KOTVE<br><b>1.7</b><br>/RADAR     | JAGUG<br><b>2.1</b><br>/RADAR | 2900                          | 2900                        | 3300                        | 3800               |
|               |                                   |                               | 2000                          | 2900                        | 3300                        | 3800               |
|               |                                   |                               |                               |                             |                             | GS 3.00°<br>TCH 53 |
|               |                                   |                               |                               |                             |                             |                    |
| CATEGORY      | A                                 | B                             | C                             | D                           | E                           |                    |
| S-ILS 17R *   | 1579/24                           |                               | 200                           | (200-½)                     |                             |                    |
| S-LOC 17R **  | 1740/24                           | 361 (400-½)                   | 1740/40                       | 361                         | (400-¾)                     |                    |
| CIRCLING ***  | 1780-1<br>398 (400-1)             | 1840-1<br>458 (500-1)         | 1840-1½<br>458 (500-½)        | 1940-2<br>558 (600-2)       | 1980-2<br>598 (600-2)       |                    |
| S-ASR 17R **  | 1740/24                           | 361 (400-½)                   | 1740/40                       | 361                         | (400-¾)                     |                    |



|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-LTS<br><b>110.3</b> | APCH CRS<br><b>352°</b> | Rwy Idg <b>13,440</b><br>TDZE <b>1353</b><br>Arpt Elev <b>1382</b> |
|---------------------------|-------------------------|--|

AL-482 [USAF]

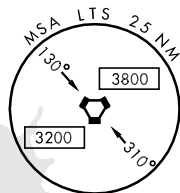
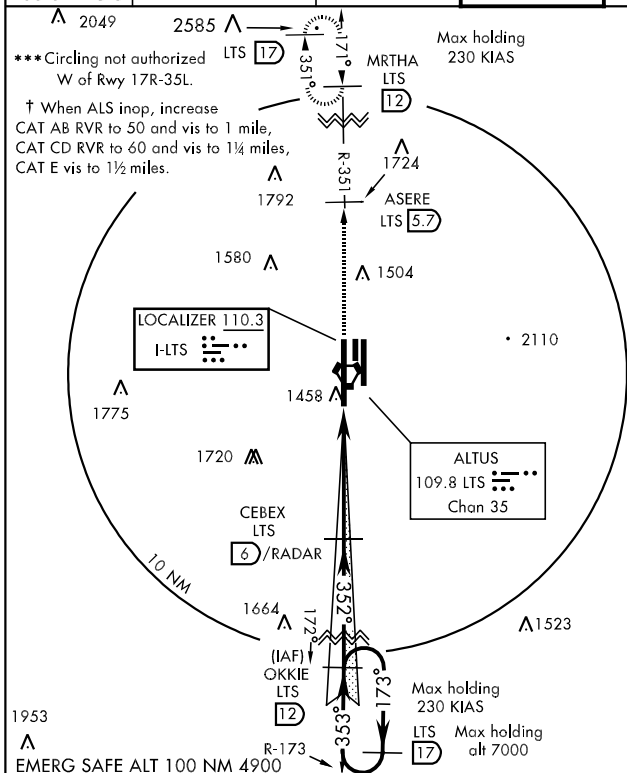
ALTUS AFB (KLTS)

- \* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to  $1\frac{1}{4}$  miles.

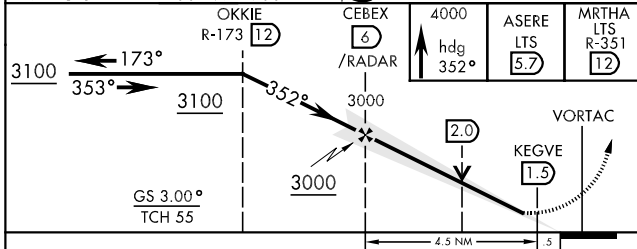


MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

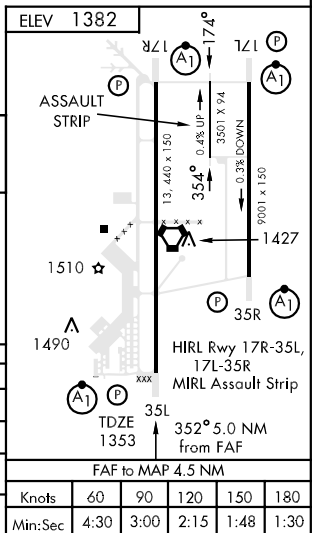
|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



RADAR or  
DME REQUIRED



| CATEGORY     | A                     | B                         | C  | D                         | E                      |
|--------------|-----------------------|---------------------------|--|---------------------------|------------------------|
| S-ILS 35L *  | 1553/24               |                           | 200  | (200- $\frac{1}{2}$ )     |                        |
| S-LOC 35L ** | 1700/24               | 347 (400- $\frac{1}{2}$ ) | 1700/40  | 347                       | (400- $\frac{3}{4}$ )  |
| CIRCLING *** | 1780-1<br>398 (400-1) | 1840-1<br>458 (500-1)     | 1840-1 $\frac{1}{2}$<br>458 (500-1 $\frac{1}{2}$ ) | 1940-2<br>558 (600-2)     | 1980-2<br>598 (600-2)  |
| S-ASR 35L †  | 1760/24               | 407 (400- $\frac{1}{2}$ ) | 1760/40  | 407 (400- $\frac{3}{4}$ ) | 1760/50<br>407 (400-1) |





ATIS ★ 109.8 273.5  
CLNC DEL  
120.65 284.7  
GND CON  
121.85 275.8  
ALTUS TOWER  
119.65 255.6  
ALTUS DEP CON  
125.1 290.9  
FORT WORTH CENTER  
133.5 350.35  
ALTUS APP CON  
125.1 257.725

CHART NOT TO SCALE



HOBART  
111.8 HBR  
Chan 55

ALTUS  
109.8 LTS  
Chan 35

Distance DER to SONSE  
Rwy 35L: 23.7 NM  
Rwy 354° Assault Strip: 24.3 NM  
Rwy 35R: 24.7 NM



CHILDRESS  
117.6 CDS  
Chan 123  
L-17, H-6

WICHITA FALLS  
112.7 SPS  
Chan 74  
L-17, H-6

SONSE  
7000

ODILL  
(13)

FEDER

VASTY

V114

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 17L:** Climb on a track of 172°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 174° Assault Strip:** Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 17R:** Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

**TAKE-OFF RWY 35L:** Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**TAKE-OFF RWY 354° Assault Strip:** Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**TAKE-OFF RWY 35R:** Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

**CHILDRESS TRANSITION (ODILL6 • CDS):** CDS VORTAC R-080 to CDS.

**WICHITA FALLS TRANSITION (ODILL6 • SPS):** LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

|                         |                              |   |
|-------------------------|------------------------------|---|
| APCH CRS<br><b>212°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>N/A</b><br><b>N/A</b><br><b>1382</b> |
|-------------------------|------------------------------|---|

AL-482 [USAF]

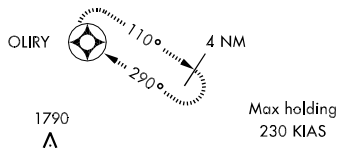
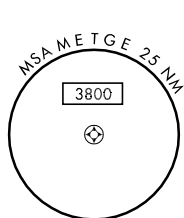
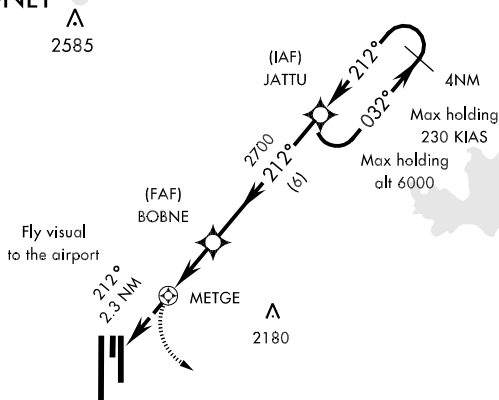
ALTUS AFB (KLTS)

|   |   |
|---|---|
| <b>▼</b> Circling NA W of Rwy 17R-35L.<br>Circling procedure when RW35R/354°/35L in use.<br>DME/DME RNP 0.3 NA. | MISSED APPROACH: Climbing left<br>turn to 4000 direct OUIRY and hold. |
|---|---|

|                              |   |                                       |                                    |                                |                                 |     |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH<br>CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|

FOR USE BY  
97 AMW ACFT ONLY

RADAR  
REQUIRED



EMERG SAFE ALT 100 NM METGE 4800

4000

OLIRY

Fly visual to the airport

212° hdg 2.3 NM

METGE

BOBNE

JATTU

2700

4000

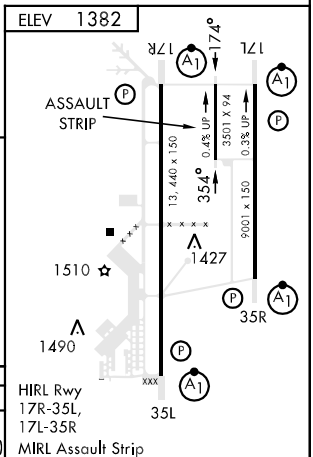
032°

212°

2.3 NM

2.5 NM

|          |    |   |   |                           |                           |
|----------|----|---|---|---------------------------|---------------------------|
| CATEGORY | A  | B | C | D                         | E                         |
| CIRCLING | NA |   |   | 1940-234<br>558 (600-234) | 1980-234<br>598 (600-234) |



|                         |                              |   |
|-------------------------|------------------------------|---|
| APCH CRS<br><b>290°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>N/A</b><br><b>N/A</b><br><b>1382</b> |
|-------------------------|------------------------------|---|

AL-482 [USAF]

ALTUS AFB (KLTS)

|   |  |
|---|--|
| <b>▼</b> Circling NA W of Rwy 17R-35L.<br>Circling procedure when RW17R/174°/17L in use.<br>DME/DME RNP 0.3 NA. | MISSED APPROACH: Climbing right<br>turn to 4000 direct JATTU and hold. |
|---|--|

|                              |   |                                       |                                    |                                |                                 |     |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH<br>CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|

FOR USE BY  
97 AMW ACFT ONLY

RADAR  
REQUIRED

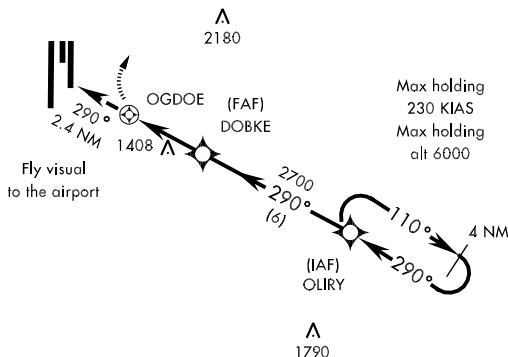
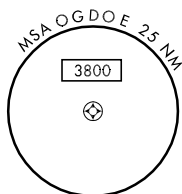
Λ  
2585

Max holding  
230 KIAS



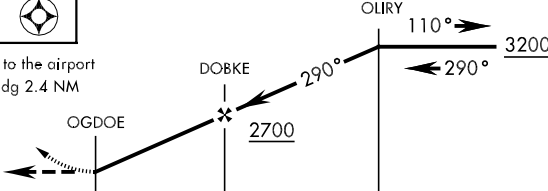
JATTU

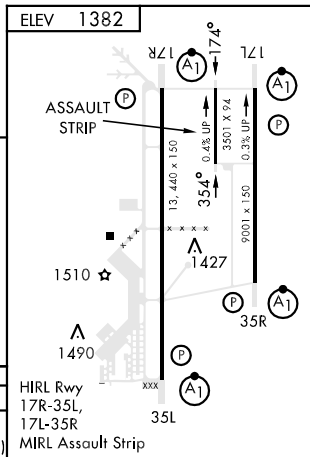
## CAUTION:

Missed approach point lies .1 NM  
outside CAT D circling area.



EMERG SAFE ALT 100 NM OGDOE 4800

|   |    |   |   |  |                           |  |
|---|----|---|---|--|---------------------------|--|
| <div>4000</div> <div></div> |    | <div>JATTU</div> <div></div> |   | <div></div> |                           |  |
| Fly visual to the airport<br>290° hdg 2.4 NM  |    |   |   |  |                           |  |
|   |    |   |   |  |                           |  |
| CATEGORY  | A  | B   | C | D  | E                         |  |
| CIRCLING  | NA |   |   | 1940-234<br>558 (600-234)  | 1980-234<br>598 (600-234) |  |



|             |           |             |
|-------------|-----------|-------------|
| APCH CRS    | Rwy Idg   | <b>9001</b> |
| <b>172°</b> | TDZE      | <b>1382</b> |
|             | Arpt Elev | <b>1382</b> |

AL-482 [USAF]

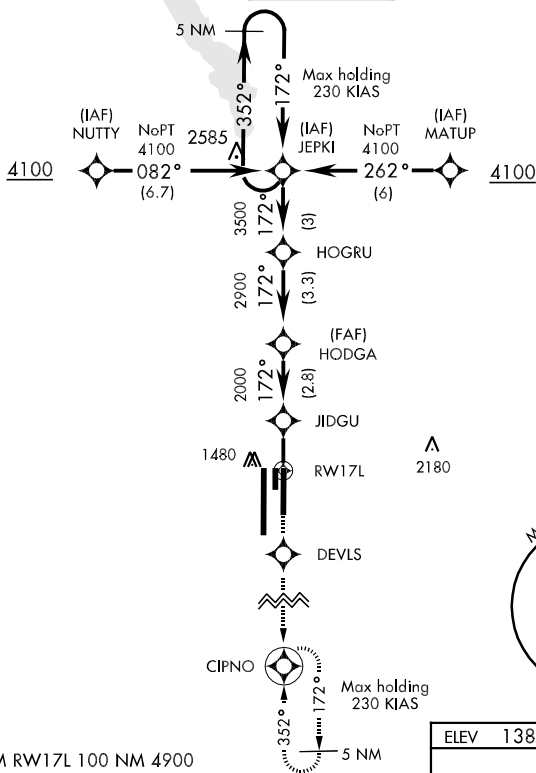
ALTUS AFB (KLTS)

|   |                |
|---|----------------|
| <p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.</p> <p>** Circling not authorized W of Rwy 17R-35L.</p> | <p>ALSIF-1</p> |
|---|----------------|

MISSED APPROACH: Climb to 4000 direct  
DEVLS then via 172° track to CIPNO and hold.

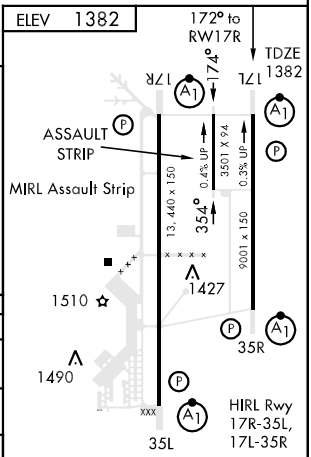
|                    |                     |                      |                     |                     |                     |     |
|--------------------|---------------------|----------------------|---------------------|---------------------|---------------------|-----|
| ATIS ★             | FORT WORTH CENTER   | ALTUS APP CON        | ALTUS TOWER         | GND CON             | CLNC DEL            | ASR |
| <b>109.8 273.5</b> | <b>133.5 350.35</b> | <b>125.1 257.725</b> | <b>119.65 255.6</b> | <b>121.85 275.8</b> | <b>120.65 284.7</b> |     |

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW17L 100 NM 4900

|  |                      |                      |                        |                      |                       |
|--|----------------------|----------------------|------------------------|----------------------|-----------------------|
| 4000   | DEVLS                | CIPNO                |                        |                      |                       |
|  |                      |                      |                        |                      |                       |
| <p>1 NM to RW17L</p> <p>JIDGU</p> <p>HODGA</p> <p>HOGRU</p> <p>JEPKI</p> <p>352°</p> <p>172°</p> <p>172°</p> <p>4100</p> <p>3500</p> <p>2900</p> <p>2000</p> <p>1.8 NM</p> <p>2.8 NM</p> <p>3.00° TCH 45</p> |                      |                      |                        |                      |                       |
| CATEGORY   | A                    | B                    | C                      | D                    | E                     |
| LNAV MDA *   | 1740/24 358 (400-½)  |                      | 1740/40 358 (400-¾)    |                      |                       |
| CIRCLING **  | 1780-1<br>398(400-1) | 1840-1<br>458(500-1) | 1840-1½<br>458(500-1½) | 1940-2<br>558(600-2) | 1980-2<br>598 (600-2) |
| S-ASR 17L *  | 1740/24 358 (400-½)  |                      | 1740/40 358 (400-¾)    |                      |                       |



|                         |                          |
|-------------------------|--------------------------|
| APCH CRS<br><b>172°</b> | Rwy Idg<br><b>13,440</b> |
|                         | TDZE<br><b>1379</b>      |
|                         | Arpt Elev<br><b>1382</b> |

AL-482 [USAF]

ALTUS AFB (KLTS)

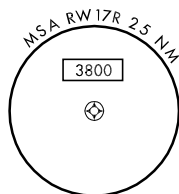
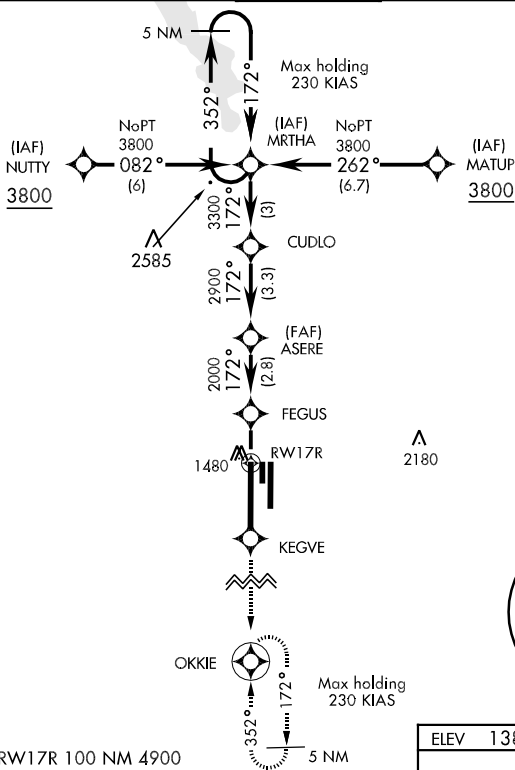
▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.  
 \*\* Circling not authorized W of Rwy 17R-35L.



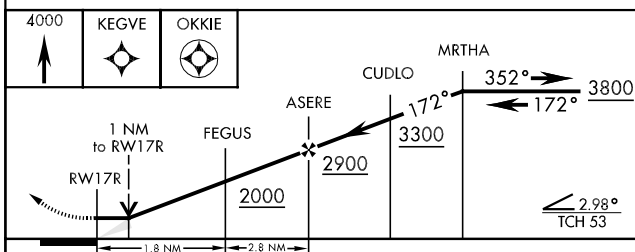
MISSED APPROACH: Climb to 4000 direct  
 KEGVE then via 172° track to OKKIE and hold.

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|

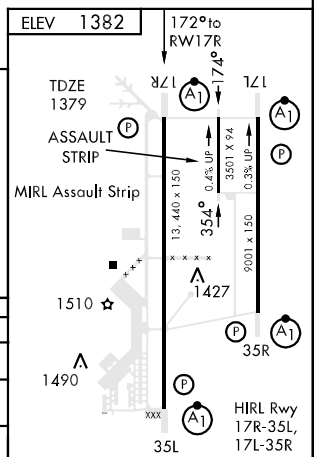
DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW17R 100 NM 4900



| CATEGORY    | A                    | B                    | C                     | D                    | E                     |
|-------------|----------------------|----------------------|-----------------------|----------------------|-----------------------|
| LNAV MDA *  | 1740/24 361 (400-½)  | 1740/40 361 (400-¾)  |                       |                      |                       |
| CIRCLING ** | 1780-1<br>398(400-1) | 1840-1<br>458(500-1) | 1840-1½<br>458(500-½) | 1940-2<br>558(600-2) | 1980-2<br>598 (600-2) |
| S-ASR 17R * | 1740/24 361 (400-½)  | 1740/40 361 (400-¾)  |                       |                      |                       |



APCH CRS  
**352°**

Rwy Idg **13,440**  
TDZE **1353**  
Arpt Elev **1382**

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C RVR to 60 and vis to 1 ¼ miles. CAT DE vis to 1 ½ mile.  
\*\* Circling not authorized W of Rwy 17R-35L.

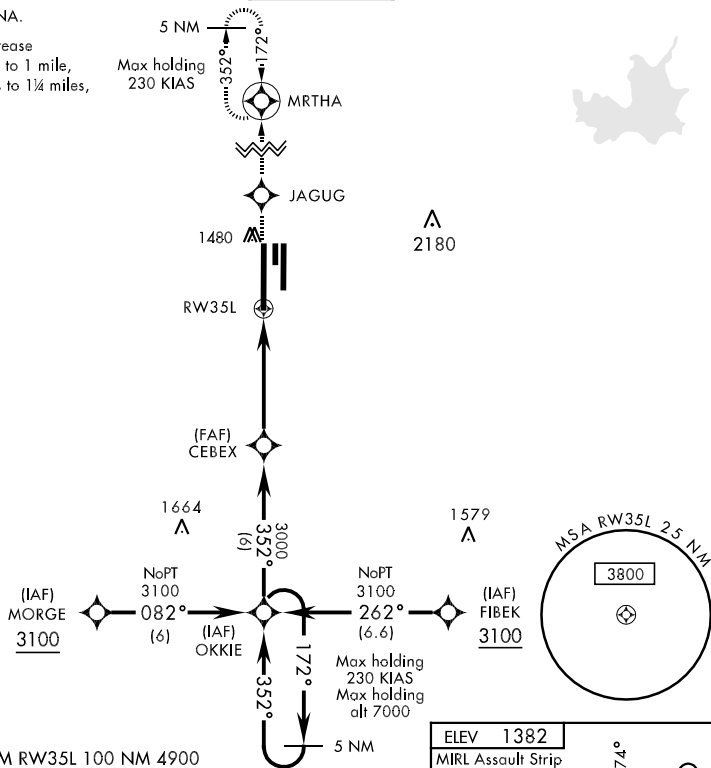


MISSED APPROACH: Climb to 4000  
direct JAGUG then via 352° track to  
MRTHA and hold.

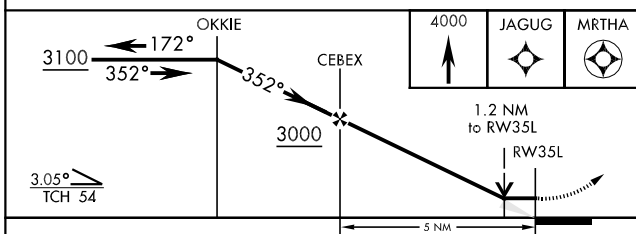
|             |                   |               |              |              |              |     |
|-------------|-------------------|---------------|--------------|--------------|--------------|-----|
| ATIS ★      | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER  | GND CON      | CLNC DEL     | ASR |
| 109.8 273.5 | 133.5 350.35      | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 |     |

DME/DME RNP 0.3 NA.

\*\*\* When ALS inop, increase  
CAT AB RVR to 50 and vis to 1 mile,  
CAT CD RVR to 60 and vis to 1 ¼ miles,  
CAT E vis to 1 ½ miles.



EMERG SAFE ALT FROM RW35L 100 NM 4900



| CATEGORY     | A                   | B                   | C                   | D                 | E                  |
|--------------|---------------------|---------------------|---------------------|-------------------|--------------------|
| RNAV MDA *   | 1780/24 427 (400-½) | 1780/40 427 (400-¾) | 1780/50 427 (400-1) |                   |                    |
| CIRCLING **  | 1780-1 398(400-1)   | 1840-1 458(500-1)   | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 35L*** | 1760/24 407 (400-½) | 1760/40 407 (400-¾) | 1760/50 407 (400-1) |                   |                    |

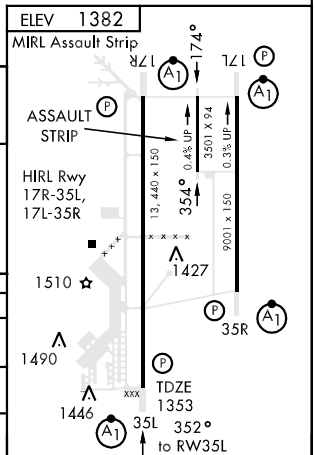
ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 1 09127

RNAV (GPS) RWY 35L



|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 9001 |
| 352°     | TDZE      | 1362 |
|          | Arpt Elev | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1½ miles. CAT E vis to 1½ mile.

\*\* Circling not authorized W of Rwy 17R-35L.

ALSF-1

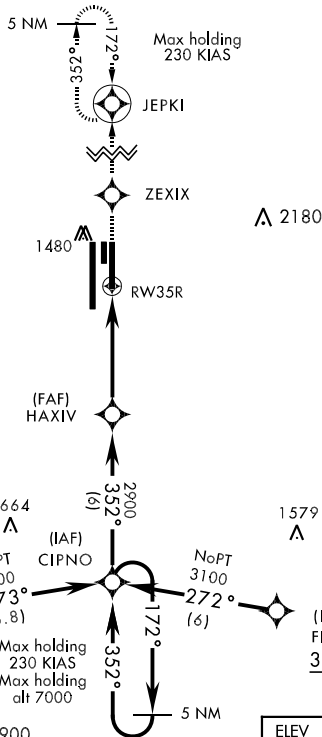


MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.

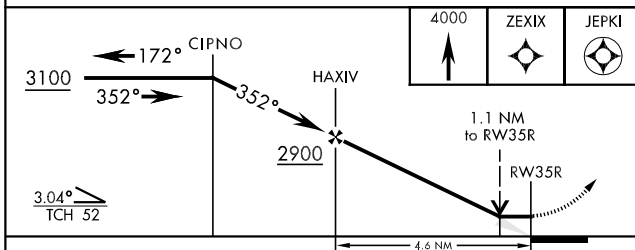
| ATIS ★      | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER  | GND CON      | CLNC DEL     | ASR |
|-------------|-------------------|---------------|--------------|--------------|--------------|-----|
| 109.8 273.5 | 133.5 350.35      | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 |     |

\*\*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35R 100 NM 4900



| CATEGORY     | A                   | B                 | C                   | D                 | E                   |
|--------------|---------------------|-------------------|---------------------|-------------------|---------------------|
| LNNAV MDA *  | 1760/24 398 (400-½) |                   | 1760/40 398 (400-¾) |                   | 1760/50 398 (400-1) |
| CIRCLING **  | 1780-1 398(400-1)   | 1840-1 458(500-1) | 1840-1½ 458(500-½)  | 1940-2 558(600-2) | 1980-2 598 (600-2)  |
| S-ASR 35R*** | 1740/24 378 (400-½) |                   | 1740/40 378 (400-¾) |                   |                     |

ALTUS, OKLAHOMA

34°40'N-99°16'W

ALTUS AFB (KLTS)

Amdt 1 0826Z

RNAV (GPS) RWY 35R

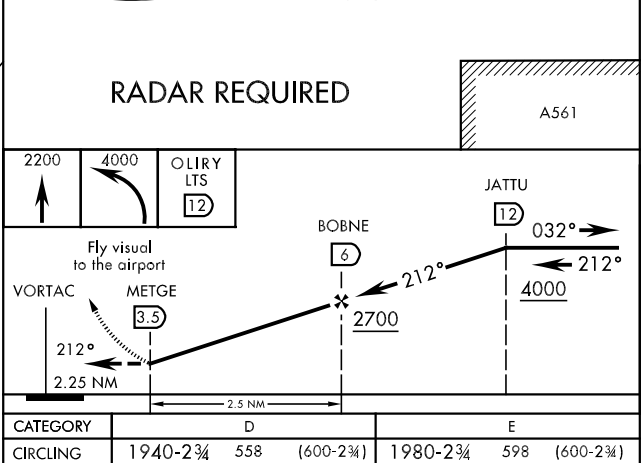
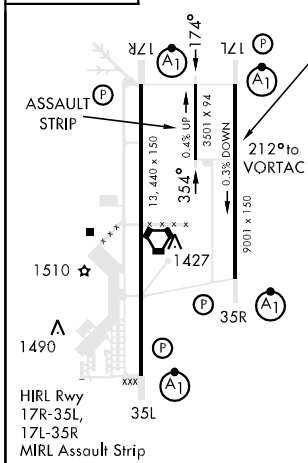
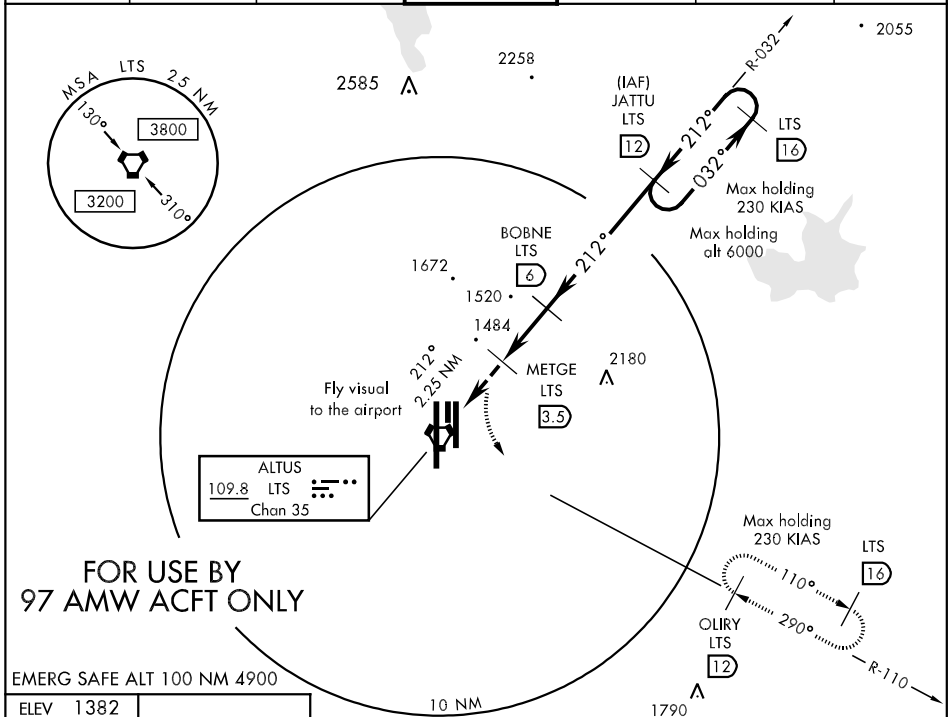
|  |                         |   |
|--|-------------------------|---|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>212°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1382</b> |
|--|-------------------------|---|

AL-482 [USAF]

ALTUS AFB (KLTS)

|  |  |
|--|--|
| <p>⚠ Circling not authorized W of Rwy 17R-35L.</p> <p>Circling procedure when Rwy 35R/354°/35L in use.</p> | <p>MISSED APPROACH: Climb to 2200 then climbing<br/>left turn to 4000 direct OLIRY and hold.</p> |
|--|--|

|                              |   |                                       |                                    |                                |                                 |     |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH<br>CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|---|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



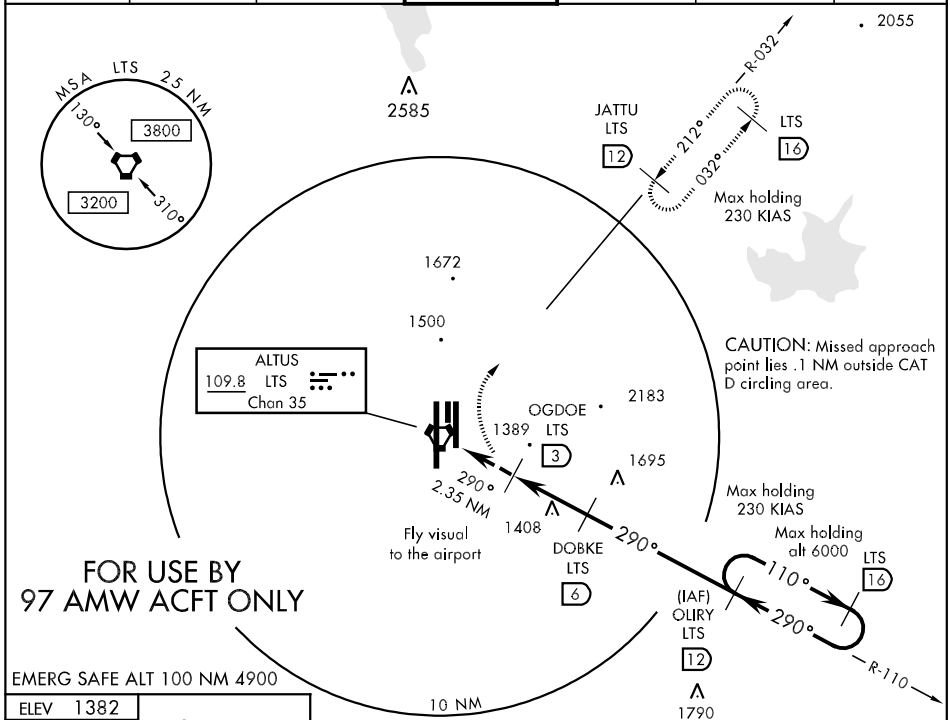
|  |                         |   |
|--|-------------------------|---|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>290°</b> | Rwy ldg<br>TDZE<br>Arpt Elev<br><b>N/A</b><br><b>1382</b> |
|--|-------------------------|---|

AL-482 [USAF]

ALTUS AFB (KLTS)

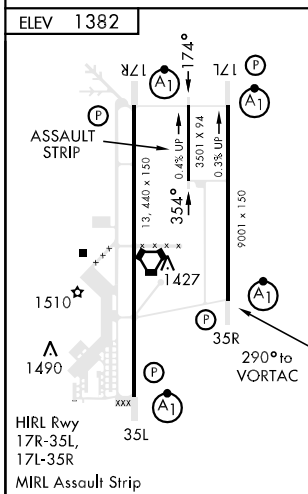
|  |   |
|--|---|
| <p><b>▼</b> Circling not authorized W of Rwy 17R-35L.<br/>Circling procedure when Rwy 17R/174°/17L in use.</p> | <p>MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.</p> |
|--|---|

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|

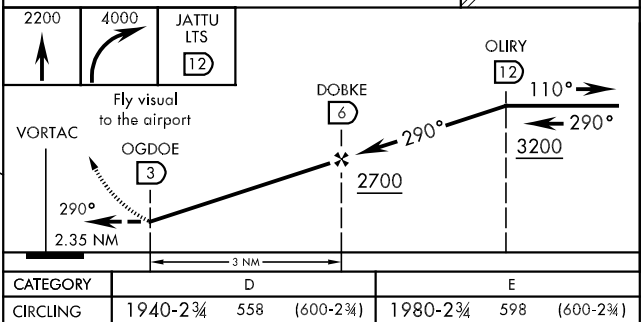


FOR USE BY  
97 AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900



RADAR REQUIRED



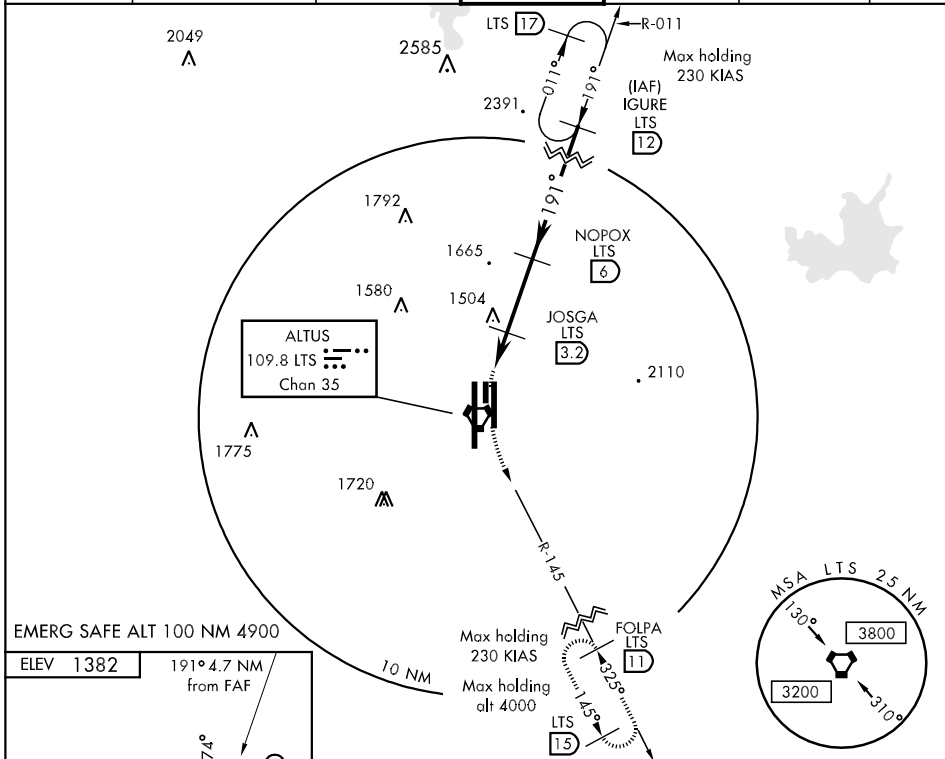
|  |                         |  |
|--|-------------------------|--|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>191°</b> | Rwy Idg <b>9001</b><br>TDZE <b>1382</b><br>Arpt Elev <b>1382</b> |
|--|-------------------------|--|

AL-482 [USAF]

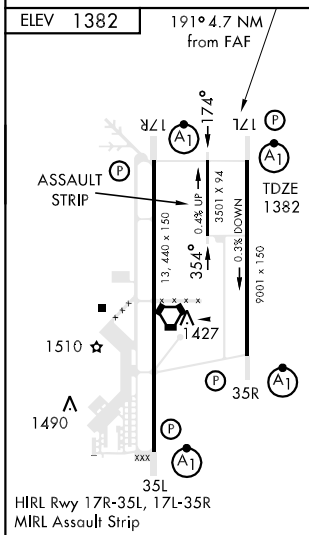
ALTUS AFB (KLTS)

|   |            |  |
|---|------------|--|
| <b>▼</b> * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.<br>** Circling not authorized W of Rwy 17R-35L. | ALSF-1<br> | MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold. |
|---|------------|--|

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



EMERG SAFE ALT 100 NM 4900



|             |                       |                       |                          |                       |                       |
|-------------|-----------------------|-----------------------|--------------------------|-----------------------|-----------------------|
| 2000        | 4000                  | FOLPA<br>LTS<br>11    | IGURE<br>12              |                       |                       |
| VORTAC      | SOLKE<br>2.0          | JOSGA<br>2.3<br>3.2   | NOPOX<br>6               | 3800                  |                       |
| 0.7         | 1.2 NM                | 2.8 NM                | 2900                     | 191°                  |                       |
|             |                       |                       | 2.83°<br>TCH 45          |                       |                       |
| CATEGORY    | A                     | B                     | C                        | D                     | E                     |
| S-17L *     | 1760/24               | 378 (400-½)           | 1760/40                  | 378                   | (400-¾)               |
| CIRCLING ** | 1780-1<br>398 (400-1) | 1840-1<br>458 (500-1) | 1840-1 ½<br>458 (500-1½) | 1940-2<br>558 (600-2) | 1980-2<br>598 (600-2) |
| S-ASR 17L * | 1740/24               | 358 (400-½)           | 1740/40                  | 358                   | (400-¾)               |

|  |                         |  |
|--|-------------------------|--|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>168°</b> | Rwy Idg <b>13,440</b><br>TDZE <b>1379</b><br>Arpt Elev <b>1382</b> |
|--|-------------------------|--|

AL-482 [USAF]

ALTUS AFB (KLTS)

**T** \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,  
CAT DE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 17R-35L.

ALSF-1

**MISSED APPROACH:** Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

ATIS ★  
109.8 273.5

FORT WORTH CENTER  
133.5 350.35

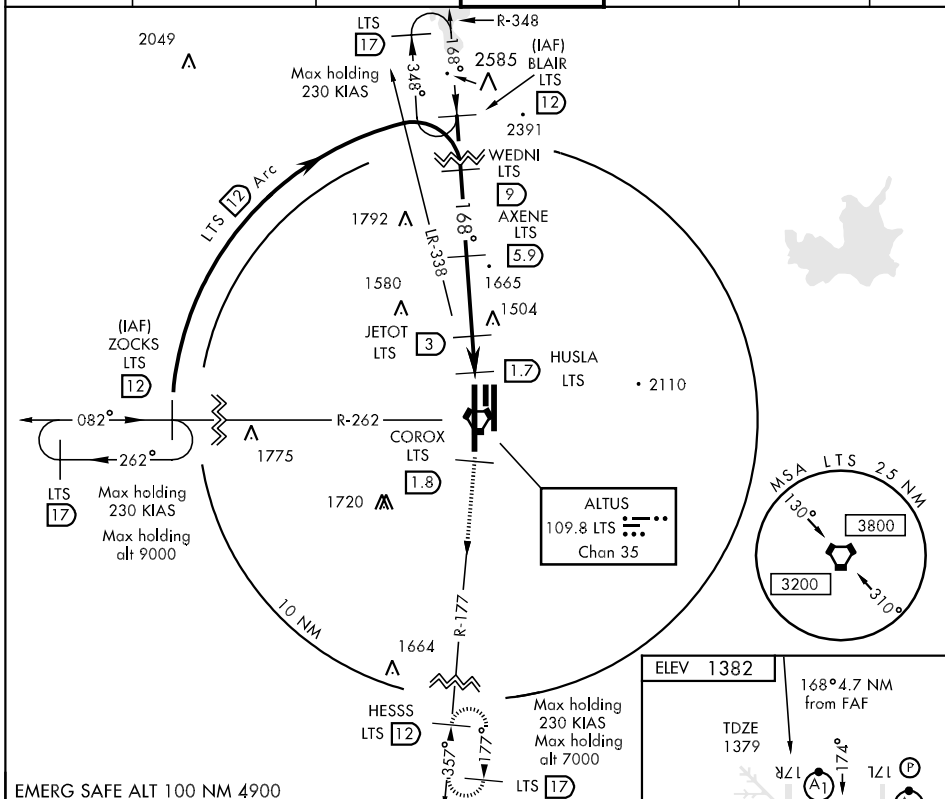
ALTUS APP CON  
125.1 257.725

ALTUS TOWER  
119.65 255.0

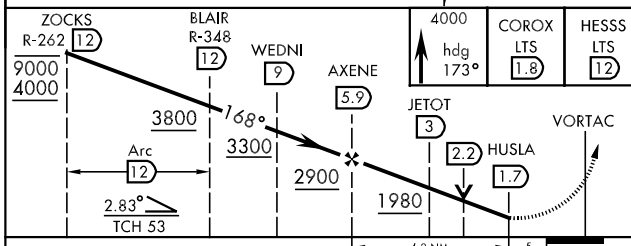
GND CON  
121.85 275.8

CLNC DEL  
120.65 284.7

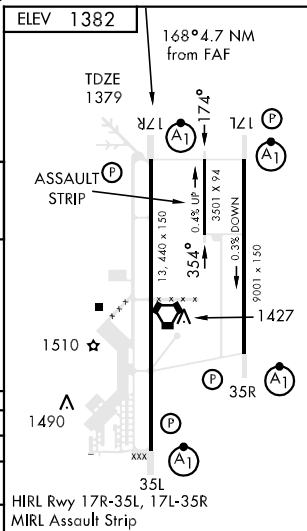
ASR



EMERG SAFE ALT 100 NM 4900



| CATEGORY    | A                     | B                     | C                       | D                     | E                     |
|-------------|-----------------------|-----------------------|-------------------------|-----------------------|-----------------------|
| S-17R *     | 1760/24               | 381 (400-½)           | 1760/40                 | 381                   | (400-¾)               |
| CIRCLING ** | 1780-1<br>398 (400-1) | 1840-1<br>458 (500-1) | 1840-1½<br>458 (500-1½) | 1940-2<br>558 (600-2) | 1980-2<br>598 (600-2) |
| S-ASR 17R * | 1740/24               | 361 (400-½)           | 1740/40                 | 361                   | (400-¾)               |



ALTUS, OKLAHOMA

34° 40' N-99° 16' W

ALTUS AFB (KLTS)

SC-1, 17 DEC 2009 to 14 JAN 2010

Amdt 2 09127

VORTAC LTS  
**109.8**  
Chan **35**

APCH CRS  
**357°**

Rwy ldg **13,440**  
TDZE **1353**  
Arpt Elev **1382**

AL-482 [USAF]

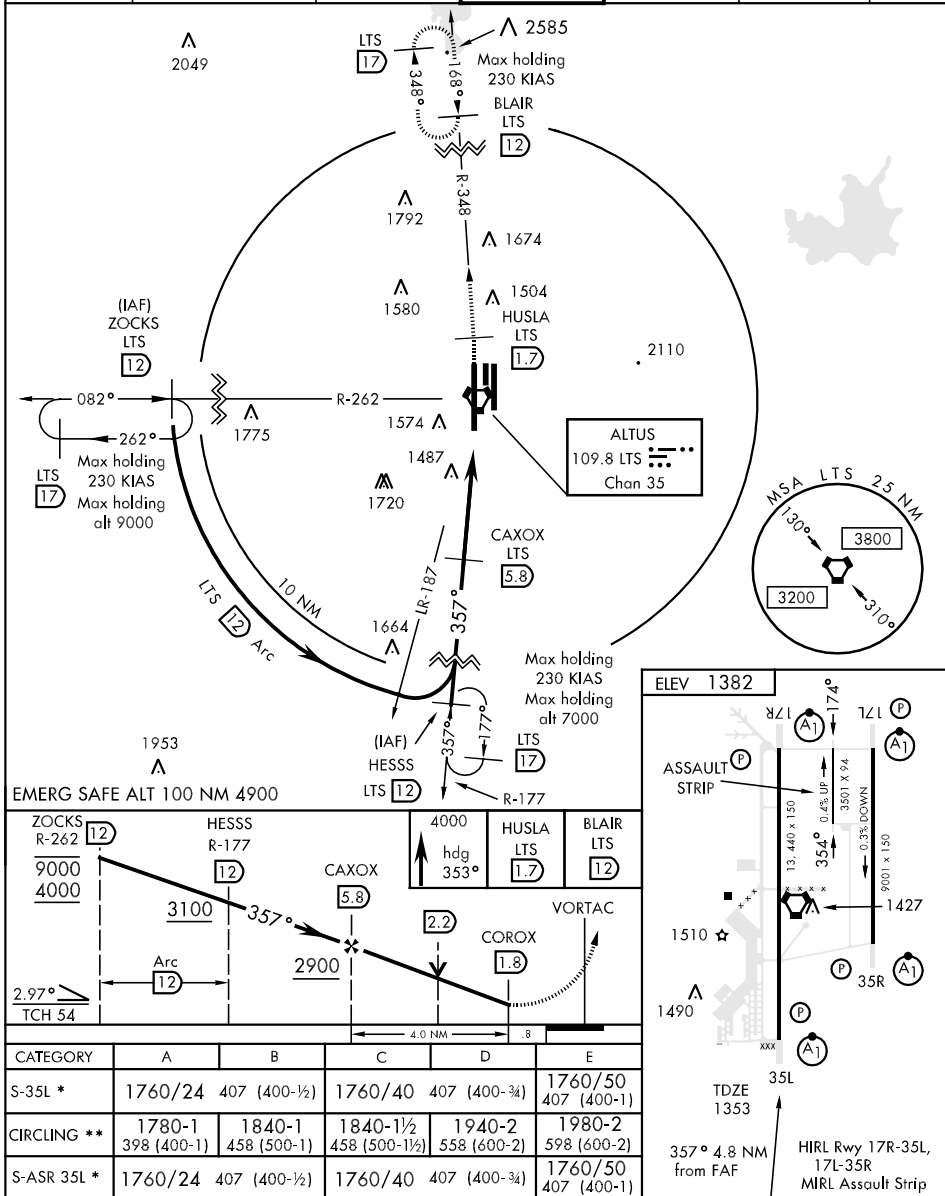
ALTUS AFB (KLTS)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT CD RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1 ½ miles.  
\*\* Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 4000,  
fly heading 353° to HUSLA. Then via  
LTS VORTAC R-348 to BLAIR and hold.

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



|  |                         |  |
|--|-------------------------|--|
| VORTAC LTS<br><b>109.8</b><br>Chan <b>35</b> | APCH CRS<br><b>325°</b> | Rwy Idg <b>9001</b><br>TDZE <b>1362</b><br>Arpt Elev <b>1382</b> |
|--|-------------------------|--|

AL-482 [USAF]

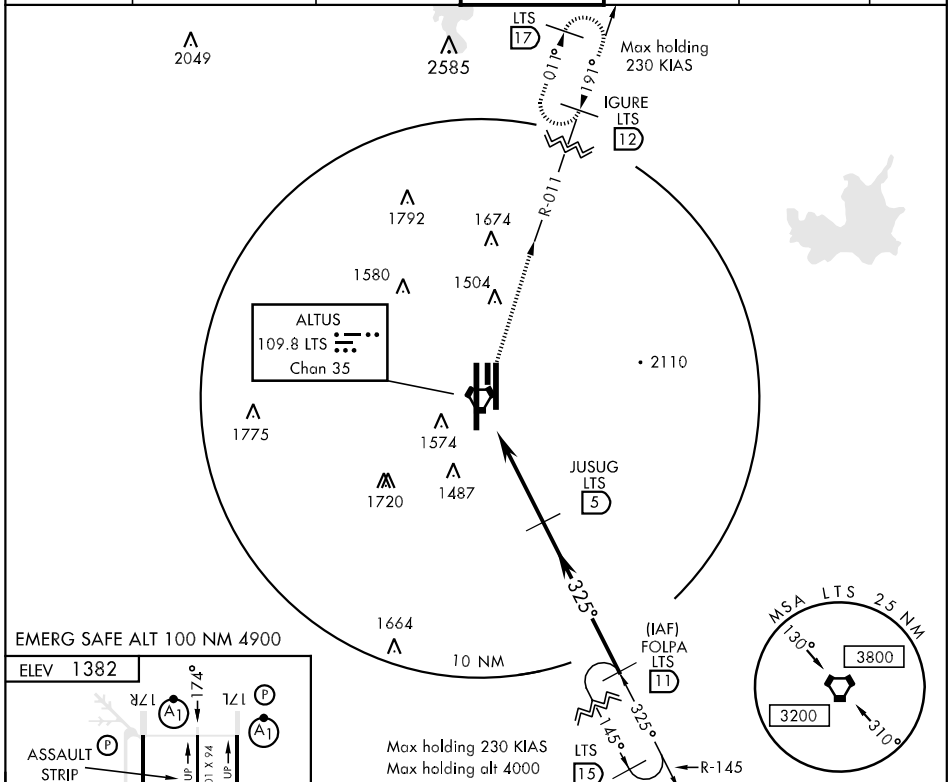
ALTUS AFB (KLTS)

**▼** \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.  
\*\* Circling not authorized W of Rwy 17R-35L.



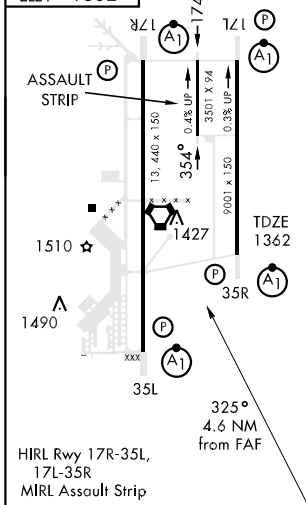
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

|                              |  |                                       |                                    |                                |                                 |     |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|
| ATIS ★<br><b>109.8 273.5</b> | FORT WORTH CENTER<br><b>133.5 350.35</b> | ALTUS APP CON<br><b>125.1 257.725</b> | ALTUS TOWER<br><b>119.65 255.6</b> | GND CON<br><b>121.85 275.8</b> | CLNC DEL<br><b>120.65 284.7</b> | ASR |
|------------------------------|--|---------------------------------------|------------------------------------|--------------------------------|---------------------------------|-----|



EMERG SAFE ALT 100 NM 4900

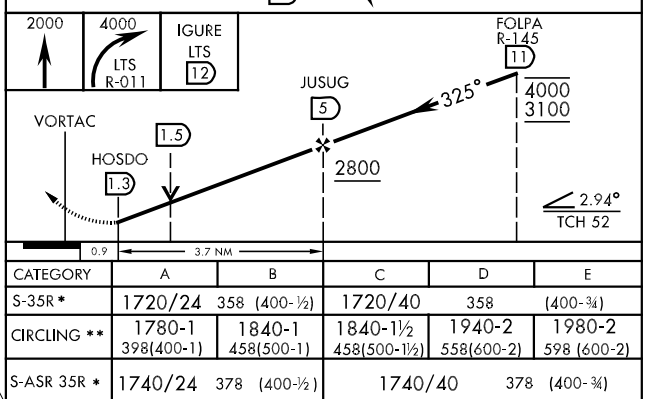
ELEV 1382



ALTUS, OKLAHOMA  
Amdt 2 09267

34° 40' N-99° 16' W

ALTUS AFB (KLTS)



APP CRS

Rwy Idg

352°

4241

TDZE

1470

Apt Elev

1474

**⚠** If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA.  
**⚠** NA GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.  
BARO-VNAV NA below -17°C (+2°F).  
BARO-VNAV and VDP NA when using Enid altimeter setting.

MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3

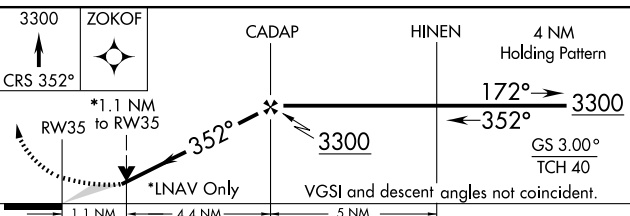
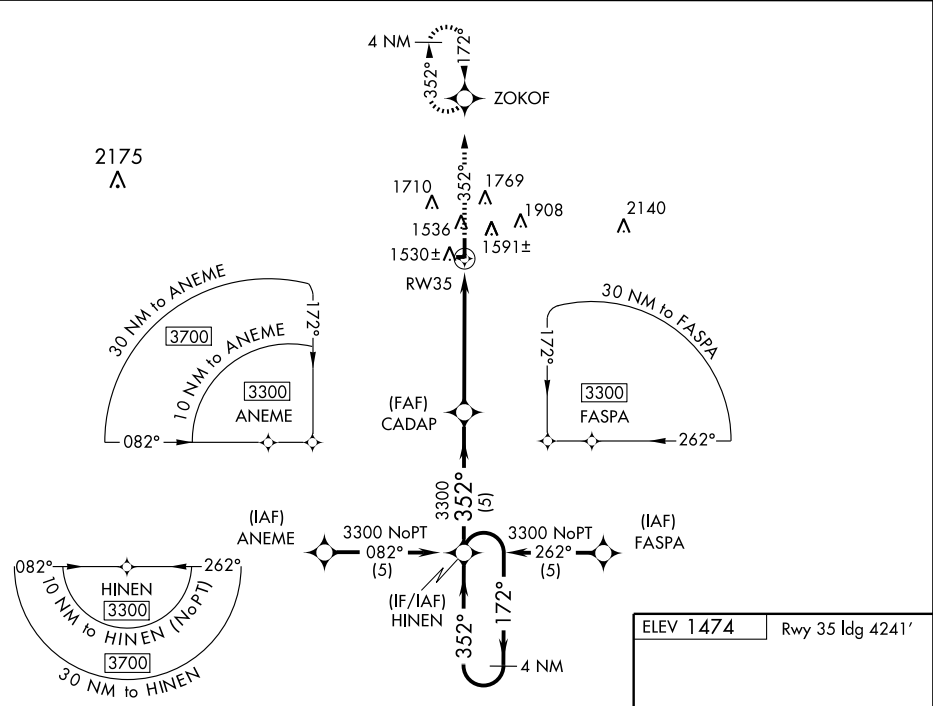
121.125

VANCE APP CON\*

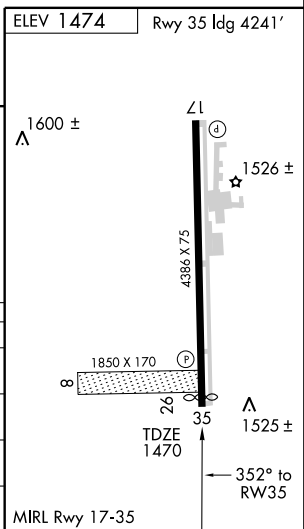
119.775 378.8

UNICOM

122.8 (CTAF)



| CATEGORY      | A                       | B                       | C                       | D  |
|---------------|-------------------------|-------------------------|-------------------------|----|
| GLS PA DA     | NA                      |                         |                         |    |
| RNAV/ VNAV DA | 1840-1¼                 | 370 (400-1¼)            |                         | NA |
| RNAV MDA      | 1840-1                  | 370 (400-1)             |                         | NA |
| CIRCLING      | 1960-1¼<br>486 (500-1¼) | 2120-1¼<br>646 (700-1¼) | 2120-1¾<br>646 (700-1¾) | NA |



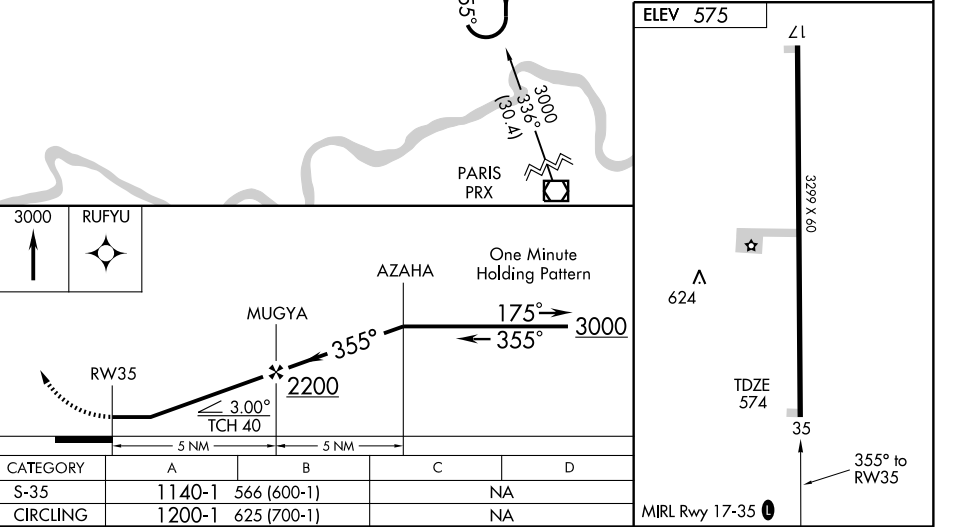
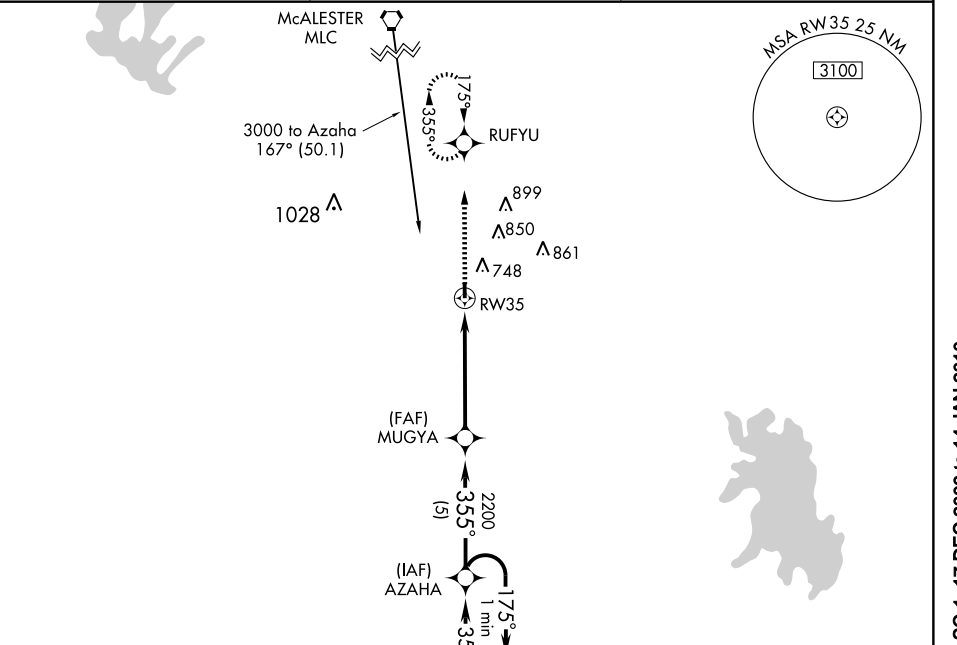
SC-1, 17 DEC 2009 to 14 JAN 2010

NA

Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

|                                   |                                    |                 |
|-----------------------------------|------------------------------------|-----------------|
| Paris/Cox Field AWOS-3<br>119.675 | FORT WORTH CENTER<br>124.875 307.2 | CTAF<br>122.9 0 |
|-----------------------------------|------------------------------------|-----------------|



SC-1.17 DEC 2009 to 14 JAN 2010

NDB AEE  
391

APP CR  
347°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>3299</b> |
| TDZE     | <b>574</b>  |
| Apt Elev | <b>575</b>  |

NDB RWY 35  
ANTLERS MUNI (80F)

ANTLERS MUNI (80F)

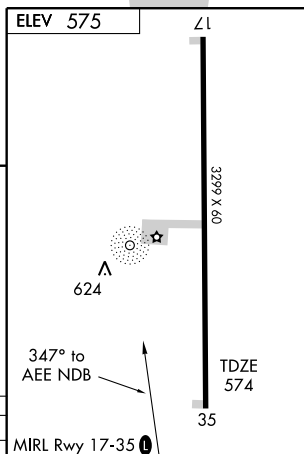
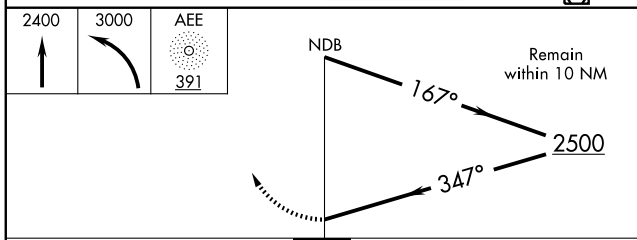
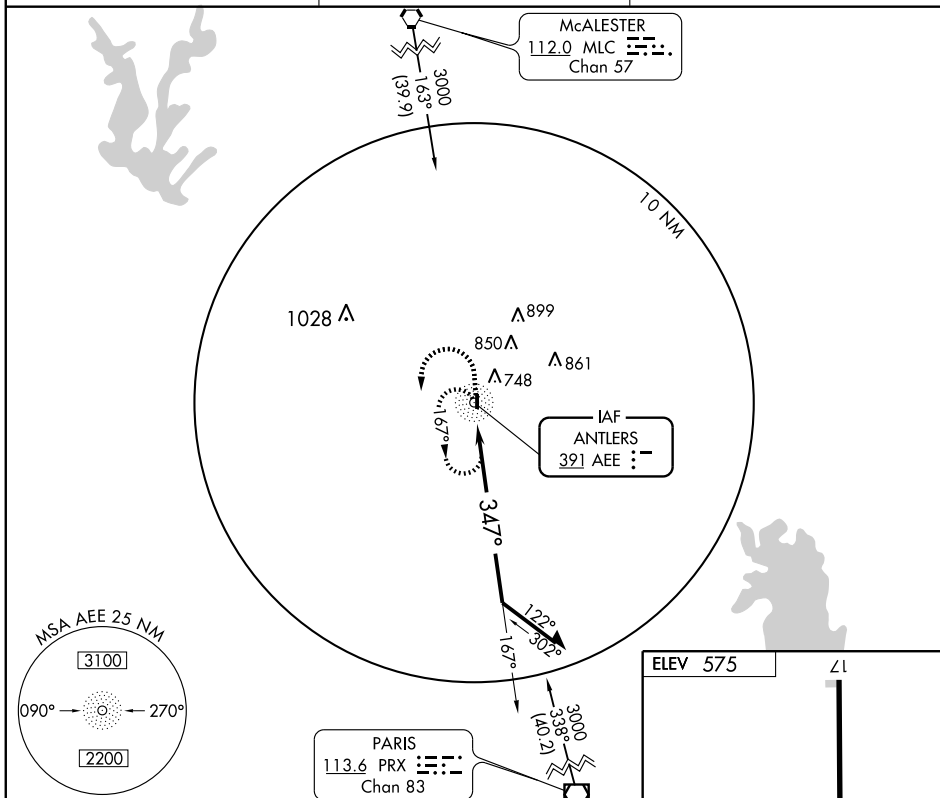
**A NA**

Use Paris/Cox Field altimeter setting.

**MISSED APPROACH:** Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3  
**119.675**

FORT WORTH CENTER  
124.875 307.2

CTAF  
122.9 

| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| S-35     | 1320-1<br>746 (800-1) | 1320-1¼<br>746 (800-1¼) | NA |   |
| CIRCLING | 1320-1<br>745 (800-1) | 1320-1¼<br>745 (800-1¼) | NA |   |

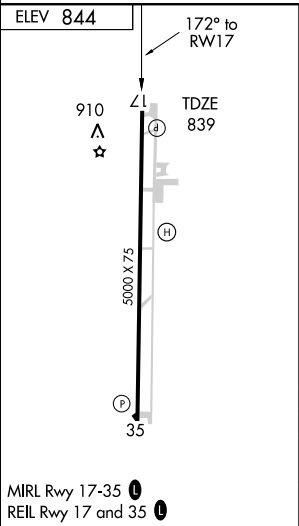
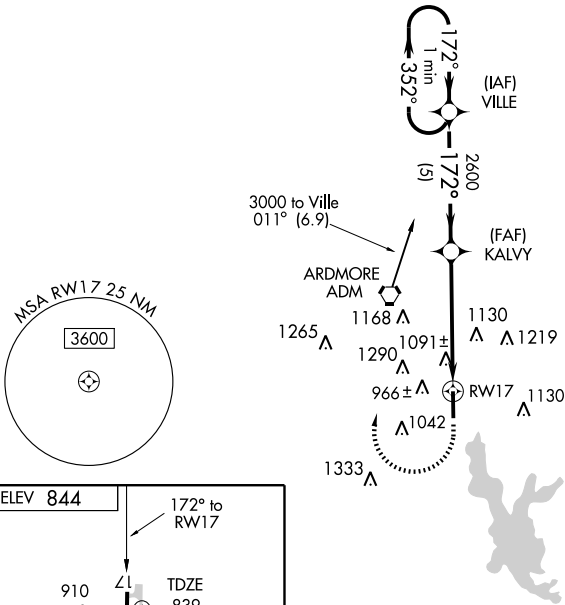
|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5000 |
| 172°    | TDZE     | 839  |
|         | Apt Elev | 844  |

# GPS RWY 17

ARDMORE DOWNTOWN EXECUTIVE (1F0)

|                              |                                   |   |                        |
|------------------------------|-----------------------------------|---|------------------------|
| <div>▼</div> <div>▲ NA</div> |                                   | MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold. |                        |
| AWOS-3<br>118.15             | FORT WORTH CENTER<br>128.1 327.15 | GCO<br>121.725  | UNICOM<br>122.7 (CTAF) |



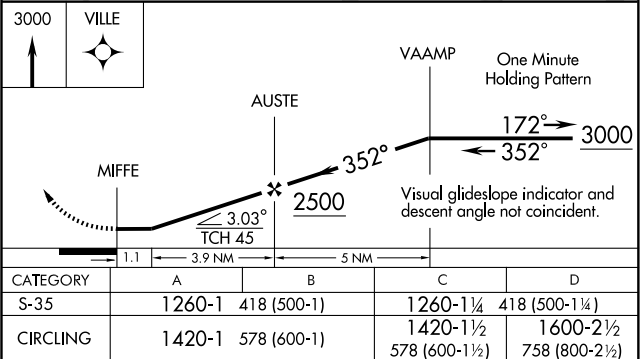
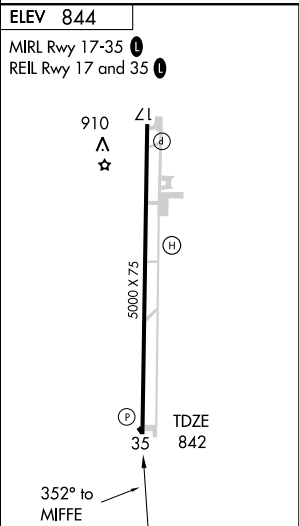
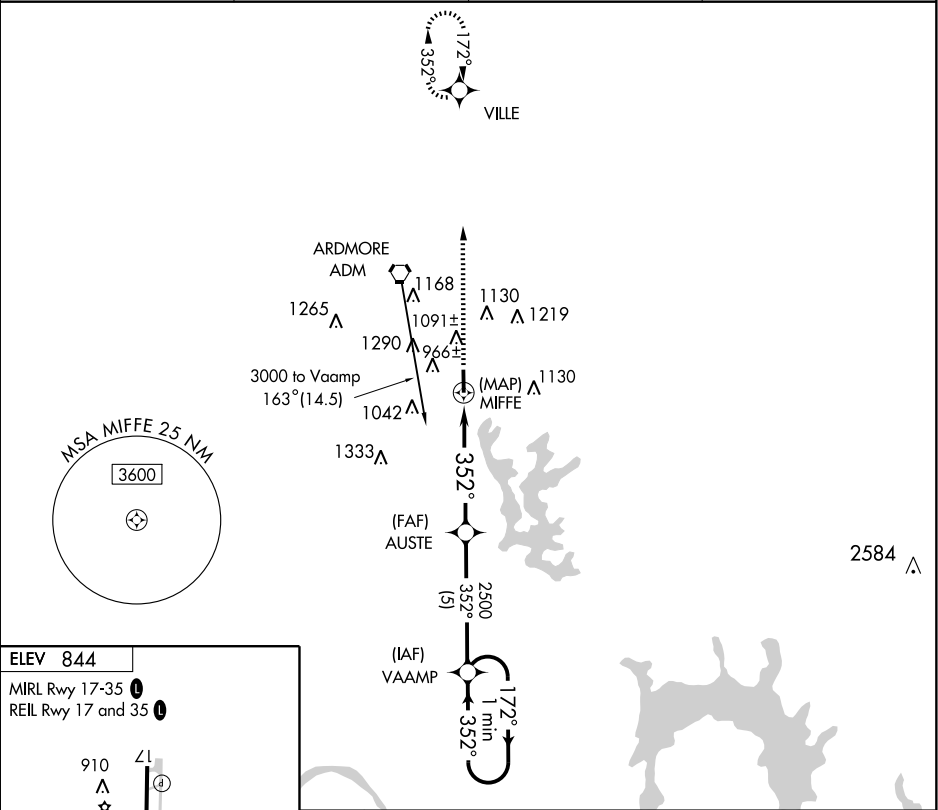
|  |        |             |                         |                         |
|--|--------|-------------|-------------------------|-------------------------|
| One Minute Holding Pattern             |        | 1700        | 3000                    | VILLE                   |
| 3000 ← 352°                            |        | 172° →      | 172°                    | KALVY                   |
| VGSI and descent angle not coincident. |        | 2600        | 3.26°                   | TCH 29                  |
|  |        | 5 NM        | 5 NM                    | RWY 17                  |
| CATEGORY                               | A      | B           | C                       | D                       |
| S-17                                   | 1360-1 | 521 (600-1) | 1360-1½<br>521 (600-1½) | 1360-1¾<br>521 (600-1¾) |
| CIRCLING                               | 1400-1 | 556 (600-1) | 1400-1½<br>556 (600-1½) | 1640-2½<br>796 (800-2½) |

GPS RWY 35

ARDMORE DOWNTOWN EXECUTIVE (1F0)

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5000 |
| 352°    | TDZE     | 842  |
|         | Apt Elev | 844  |

|                              |                                   |  |                          |
|------------------------------|-----------------------------------|--|--------------------------|
| <div>▼</div> <div>▲ NA</div> |                                   | MISSED APPROACH: Climb to 3000 direct VILLE WP and hold. |                          |
| AWOS-3<br>118.15             | FORT WORTH CENTER<br>128.1 327.15 | GCO<br>121.725   | UNICOM<br>122.7 (CTAF) 0 |



▼

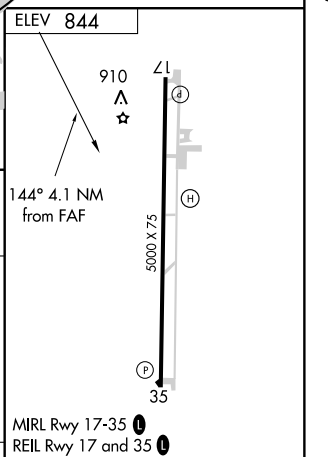
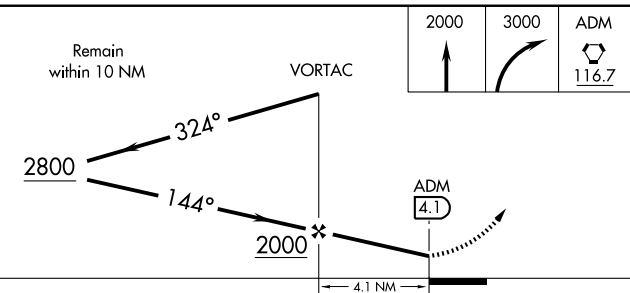
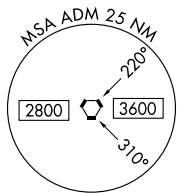
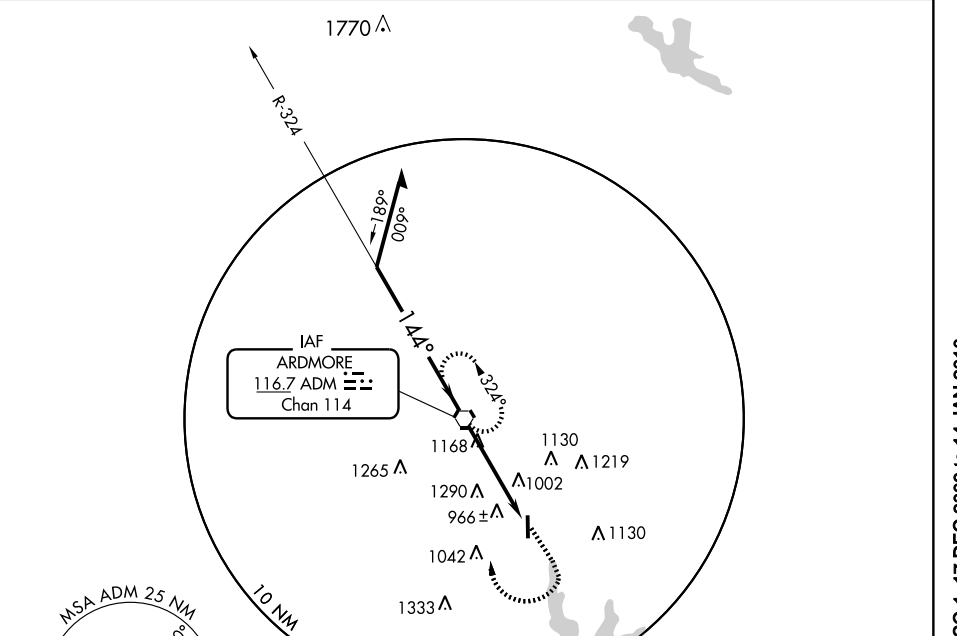
▲

NA

If local altimeter setting not received, use Henry Post AAF, FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

|                  |                                   |                |                          |
|------------------|-----------------------------------|----------------|--------------------------|
| AWOS-3<br>118.15 | FORT WORTH CENTER<br>128.1 327.15 | GCO<br>121.725 | UNICOM<br>122.7 (CTAF) 0 |
|------------------|-----------------------------------|----------------|--------------------------|

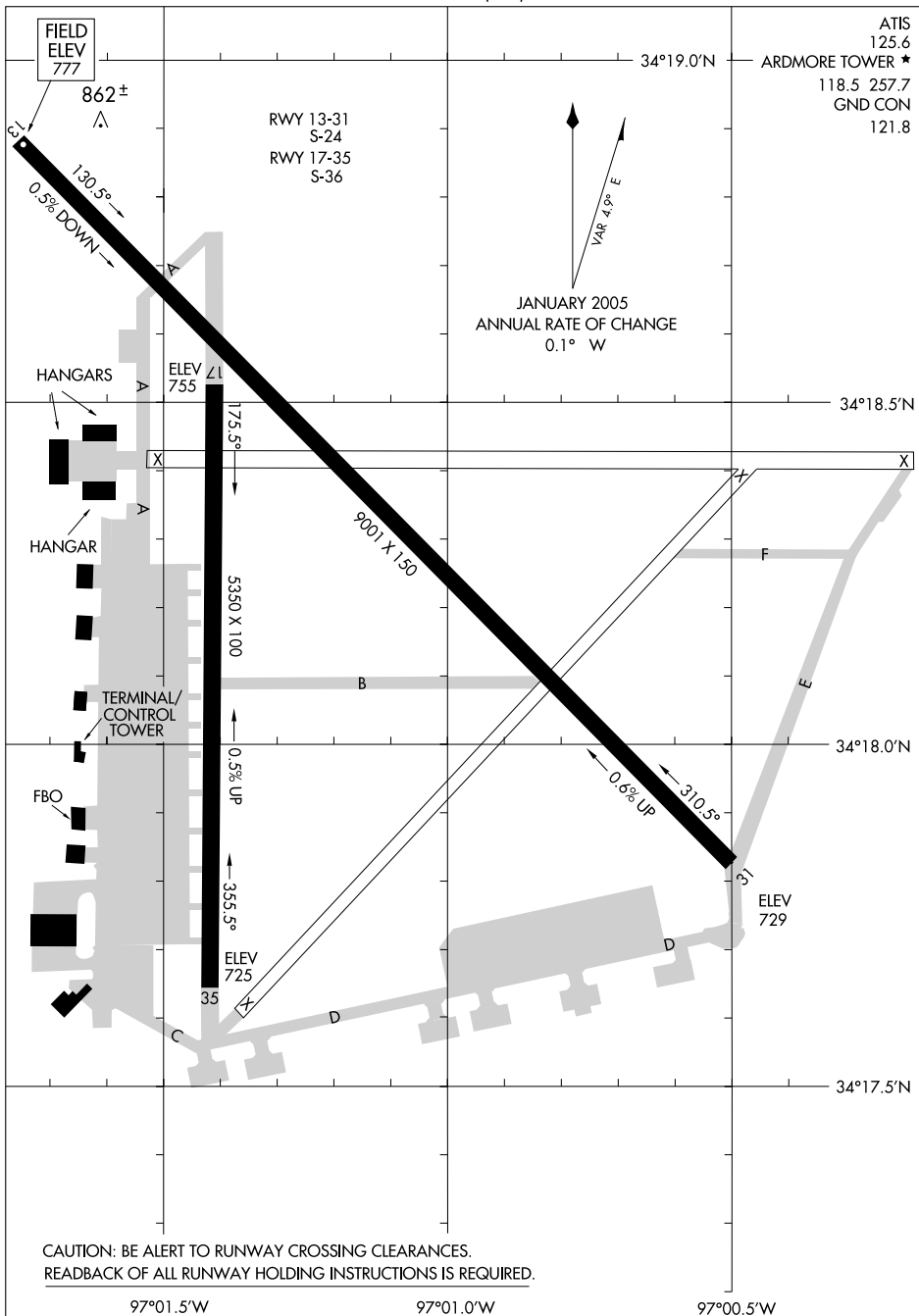


| CATEGORY | A      | B           | C                     | D                       | FAF to MAP 4.1 NM |      |      |      |      |      |
|----------|--------|-------------|-----------------------|-------------------------|-------------------|------|------|------|------|------|
| CIRCLING | 1540-1 | 698 (700-1) | 1540-2<br>698 (700-2) | 1600-2½<br>758 (800-2½) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                       |                         | Min:Sec           | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

# AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)  
ARDMORE, OKLAHOMA



SC-1, 17 DEC 2009 to 14 JAN 2010

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-AIW | APP CRS | Rwy ldg  | 9001 |
| 108.9     | 309°    | TDZE     | 732  |
|           |         | Apt Elev | 762  |

When control tower closed use Ardmore Downtown Executive altimeter setting.

For inoperative MALS increase S-LOC 31 visibility to 1 mile Cats A/B/C.

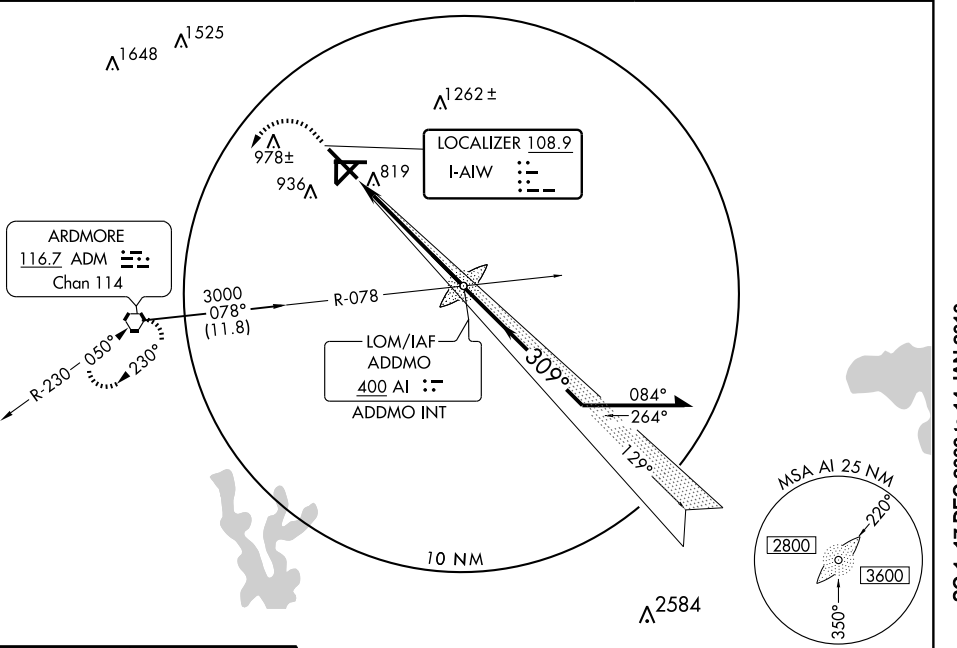
Inoperative table does not apply to S-ILS.

Autopilot coupled approach not authorized below 1360'.

MALSRR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

|       |                   |                    |         |        |
|-------|-------------------|--------------------|---------|--------|
| ATIS  | FORT WORTH CENTER | ARDMORE TOWER ★    | GND CON | UNICOM |
| 125.6 | 128.1 327.15      | 118.5 (CTAF) 257.7 | 121.8   | 122.95 |



ELEV 762

2000

3000

ADM

116.7

862±

838±

830

883

743

782±

732

777±

309° 5.4 NM from FAF

0.5% DOWN

0.6% UP

0.6% UP

0.5% UP

LOM/INT

2521

129°

309°

2600

3000

GS 3.00°

TCH 49

5.4 NM

| CATEGORY  | A                      | B                     | C                             | D                             |
|---|------------------------|-----------------------|-------------------------------|-------------------------------|
| S-ILS 31  | 932-3/4 200 (200-3/4)  |                       |                               |                               |
| S-LOC 31  | 1080-3/4 348 (400-3/4) |                       |                               |                               |
| CIRCLING  | 1300-1<br>538 (600-1)  | 1380-1<br>618 (700-1) | 1500-2<br>738 (800-2)         | 1540-2 1/2<br>778 (800-2 1/2) |
| ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS |                        |                       |                               |                               |
| S-ILS 31  | 969-3/4 237 (300-3/4)  |                       |                               |                               |
| S-LOC 31  | 1120-3/4 388 (400-3/4) |                       |                               |                               |
| CIRCLING  | 1340-1<br>578 (600-1)  | 1420-1<br>658 (700-1) | 1540-2 1/4<br>778 (800-2 1/4) | 1580-2 3/4<br>818 (900-2 3/4) |

FAF to MAP 5.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 9001 |
| 309°    | TDZE     | 732  |
|         | Apt Elev | 762  |

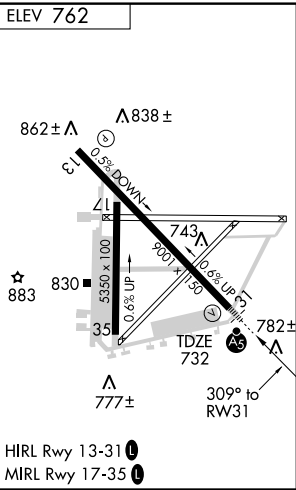
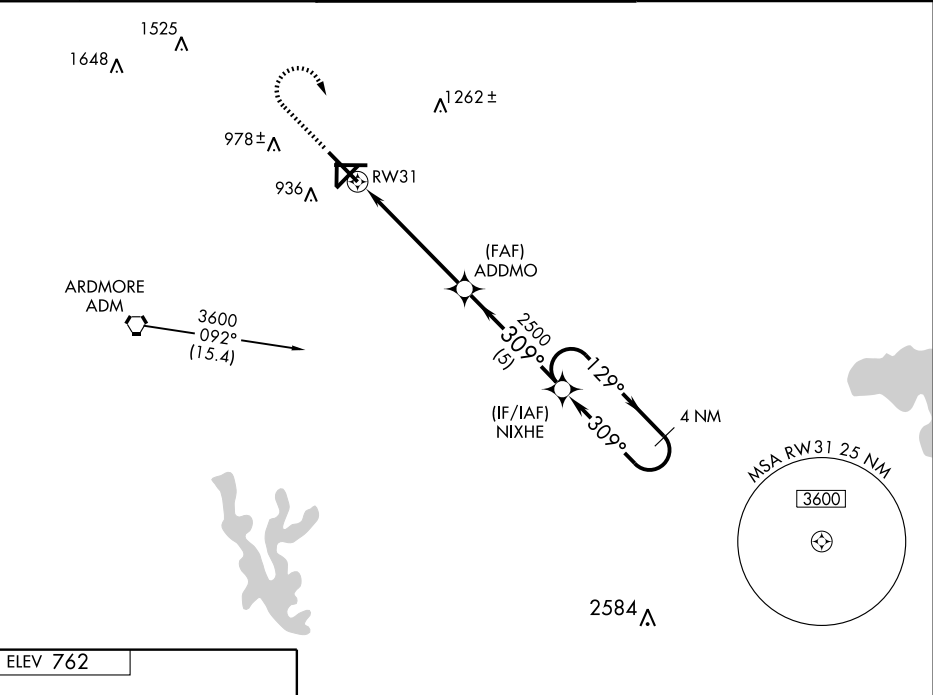
AL-22 (FAA)

# RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

|        |  |           |  |
|--------|--|-----------|--|
| <br>NA | When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. | MALSR<br> | MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE W/P and hold. |
|--------|--|-----------|--|

|               |                                   |   |                  |                  |
|---------------|-----------------------------------|---|------------------|------------------|
| ATIS<br>125.6 | FORT WORTH CENTER<br>128.1 327.15 | ARDMORE TOWER ★<br>118.5 (CTAF) 0 257.7 | GND CON<br>121.8 | UNICOM<br>122.95 |
|---------------|-----------------------------------|---|------------------|------------------|



|              |                       |                       |                       |                               |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------------|
|              | 2000                  | 3600                  | NIXHE                 |                               |
|              |                       |                       |                       |                               |
|              |                       |                       | ADDMO                 | NIXHE                         |
|              |                       |                       | 1.5 NM to RW31        | 4 NM Holding Pattern          |
|              |                       |                       | 3.00° TCH 52          |                               |
|              |                       |                       | 1.5                   | 3.9 NM                        |
|              |                       |                       | 5 NM                  |                               |
| CATEGORY     | A                     | B                     | C                     | D                             |
| GLS DA       | NA                    |                       |                       |                               |
| LNAV/VNAV DA | NA                    |                       |                       |                               |
| LNAV MDA     | 1260-3/4              | 528 (500-3/4)         | 1260-1<br>528 (500-1) | 1260-1 1/4<br>528 (500-1 1/4) |
| CIRCLING     | 1300-1<br>538 (600-1) | 1380-1<br>618 (700-1) | 1500-2<br>738 (800-2) | 1540-2 1/2<br>778 (800-2 1/2) |

AL-22 (FAA)

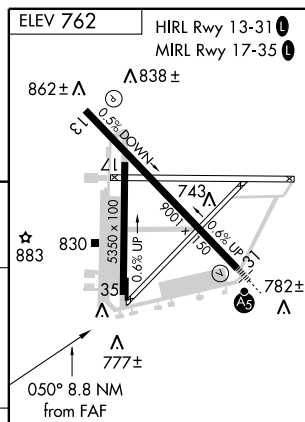
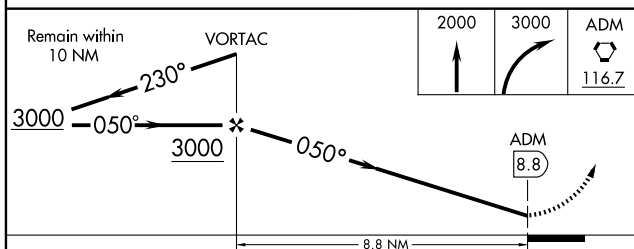
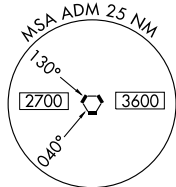
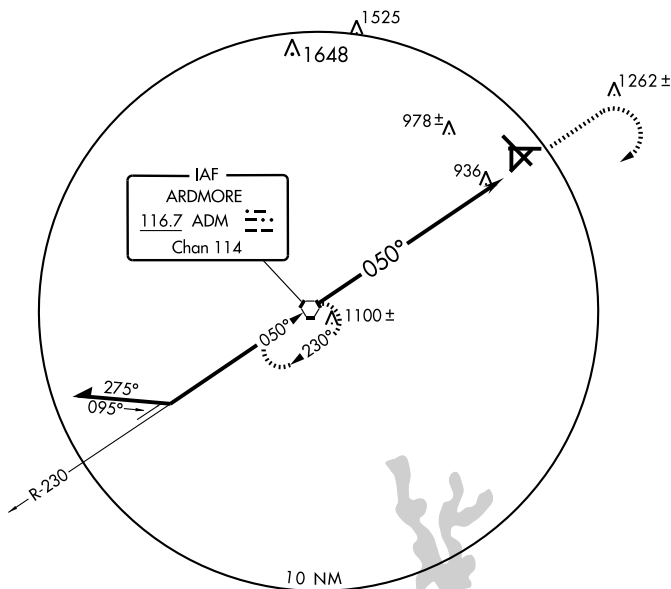
|   |                        |  |
|---|------------------------|--|
| VORTAC ADM<br><b>116.7</b><br>Chan <b>114</b> | APP CRS<br><b>050°</b> | Rwy Idg <b>N/A</b><br>TDZE <b>N/A</b><br>Apt Elev <b>762</b> |
|---|------------------------|--|

VOR-B  
ARDMORE MUNI (ADM)

**T** When control tower closed use Ardmore Downtown  
**A** Executive altimeter setting and increase all MDAs 40 feet

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

|               |                                   |  |                  |                  |
|---------------|-----------------------------------|--|------------------|------------------|
| ATIS<br>125.6 | FORT WORTH CENTER<br>128.1 327.15 | ARDMORE TOWER★<br>118.5 (CTAF) 0 257.7 | GND CON<br>121.8 | UNICOM<br>122.95 |
|---------------|-----------------------------------|--|------------------|------------------|



| CATEGORY | A           |             | B           |              | C | D | FAF to MAP 8.8 NM |      |      |      |      |      |
|----------|-------------|-------------|-------------|--------------|---|---|-------------------|------|------|------|------|------|
| CIRCLING | 1340-1      | 1380-1      | 1500-2      | 1540-2½      |   |   | Knots             | 60   | 90   | 120  | 150  | 180  |
|          | 578 (600-1) | 618 (700-1) | 738 (800-2) | 778 (800-2½) |   |   | Min:Sec           | 8:48 | 5:52 | 4:24 | 3:31 | 2:56 |

SC-1. 17 DEC 2009 to 14 JAN 2010

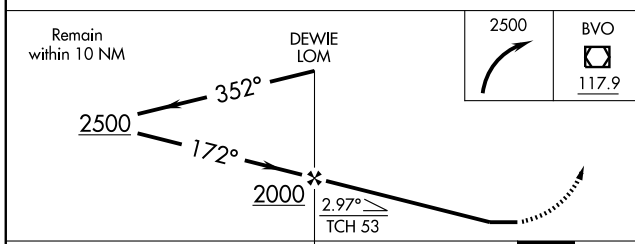
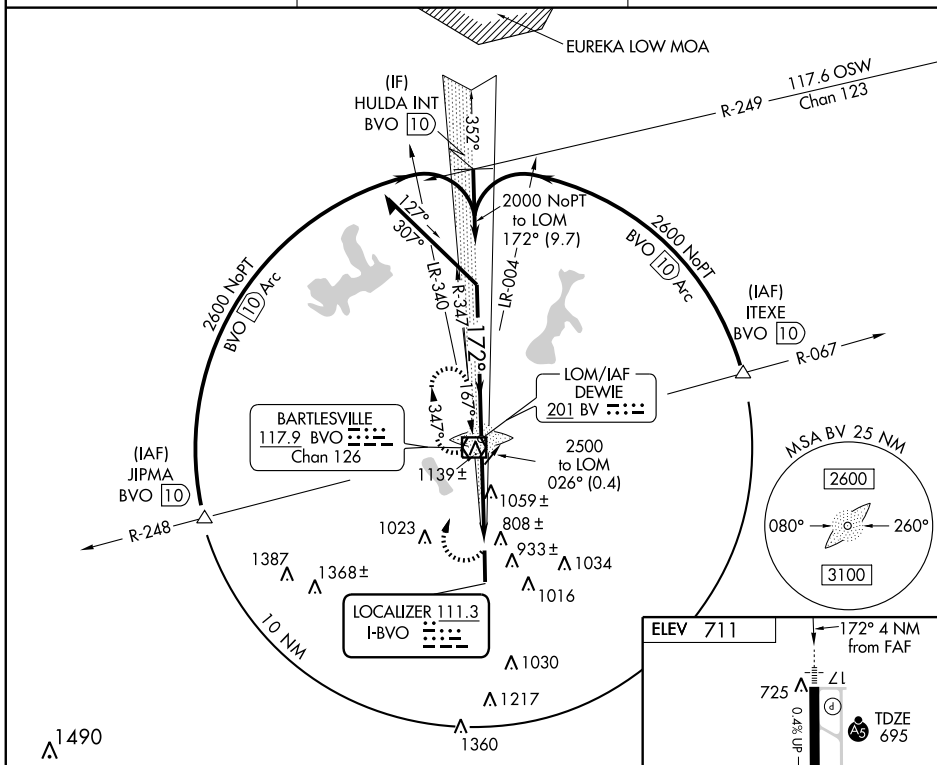
|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-BVO<br><b>111.3</b> | APP CRS<br><b>172°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6200</b><br><b>695</b><br><b>711</b> |
|---------------------------|------------------------|-----------------------------|---|

# LOC RWY 17 BARTLESVILLE MUNI (BVO)

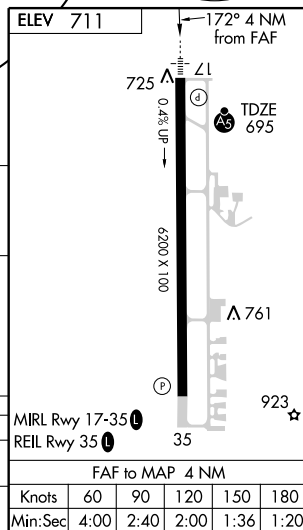
**NA** For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities  $\frac{1}{4}$  mile, circling Cat B/C/D visibilities  $\frac{1}{4}$  mile.

**MALSR**  
**A5** MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

|                        |  |                               |
|------------------------|--|-------------------------------|
| AWOS<br><b>132.675</b> | KANSAS CITY CENTER<br><b>128.8 354.1</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|--|-------------------------------|



| CATEGORY | A   | B   | C   | D   |
|----------|---|---|---|---|
| S-17     | 1320- $\frac{3}{4}$ 625 (700- $\frac{3}{4}$ ) | 1320-1 $\frac{1}{4}$ 625 (700-1 $\frac{1}{4}$ ) | 1320-1 $\frac{1}{2}$ 625 (700-1 $\frac{1}{2}$ ) | 1320-1 $\frac{1}{2}$ 625 (700-1 $\frac{1}{2}$ ) |
| CIRCLING | 1400-1 689 (700-1)                            | 1400-2 689 (700-2)                              | 1400-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$ ) | 1400-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$ ) |



WAAS  
Chan **58201**  
**W17A**

APP CRS  
172°

|          |      |
|----------|------|
| Rwy Idg  | 6200 |
| TDZE     | 695  |
| Apt Elev | 711  |

## RNAV (GPS) RWY 17

BARTLESVILLE MUNI (BVO)

- T** For inoperative MALS/R, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile. Circling Cat B/C/D visibility ¼ mile.

MALSR

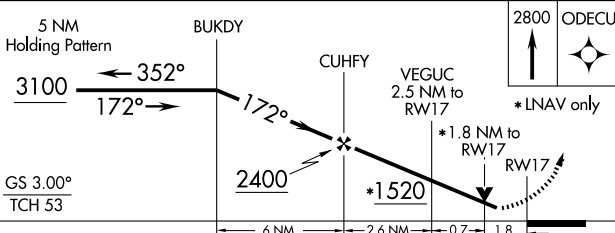
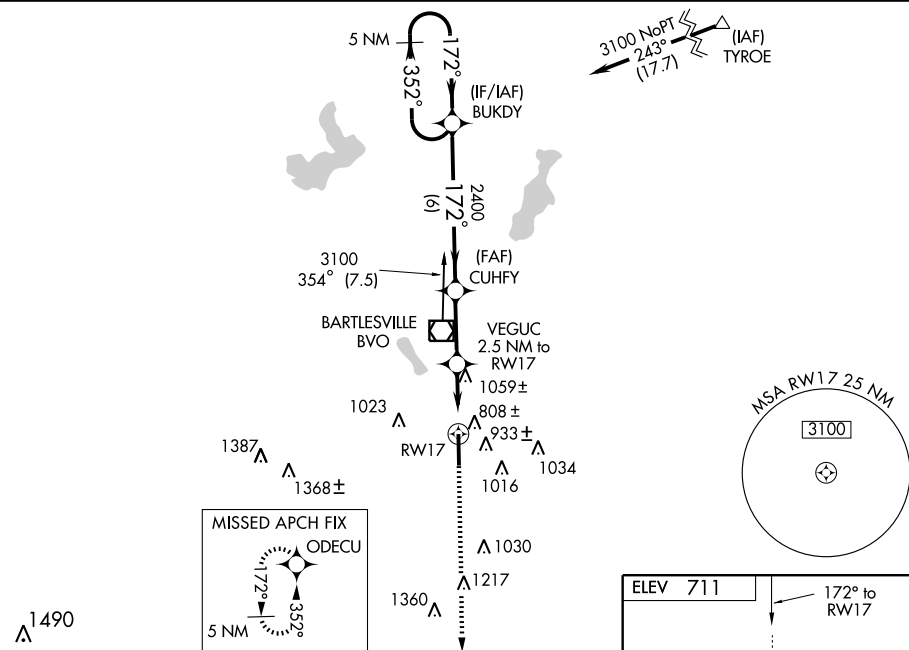


**MISSED APPROACH:**  
Climb to 2800 direct  
ODECU and hold.

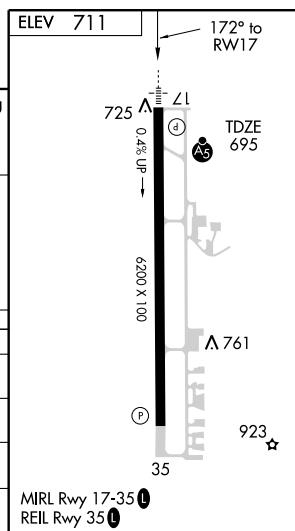
AWOS  
132.675

KANSAS CITY CENTER  
128.8 354.1

UNICOM  
123.0 (CTAF) **L**



| CATEGORY     | A                    | B | C                       | D                       |
|--------------|----------------------|---|-------------------------|-------------------------|
| LPV DA       | 1192-1¼ 497 (500-1¼) |   |                         |                         |
| LNAV/VNAV DA | 1451-2¼ 656 (800-2¼) |   |                         |                         |
| LNAV MDA     | 1320-¾ 625 (700-¾)   |   | 1320-1¼<br>625 (700-1¼) | 1320-1½<br>625 (700-1½) |
| CIRCLING     | 1400-1 689 (700-1)   |   | 1400-2<br>689 (700-2)   | 1400-2¼<br>689 (700-2¼) |



WAAS  
Chan **61305**  
**W35A**

APP CRS  
**352°**

|          |             |
|----------|-------------|
| Rwy Idg  | <b>6200</b> |
| TDZE     | <b>711</b>  |
| Apt Elev | <b>711</b>  |

RNAV (GPS) RWY 35  
BARTLESVILLE MUNI (BVO)

BARTLESVILLE MUNI (BVO)

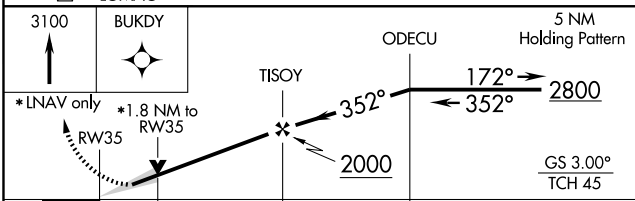
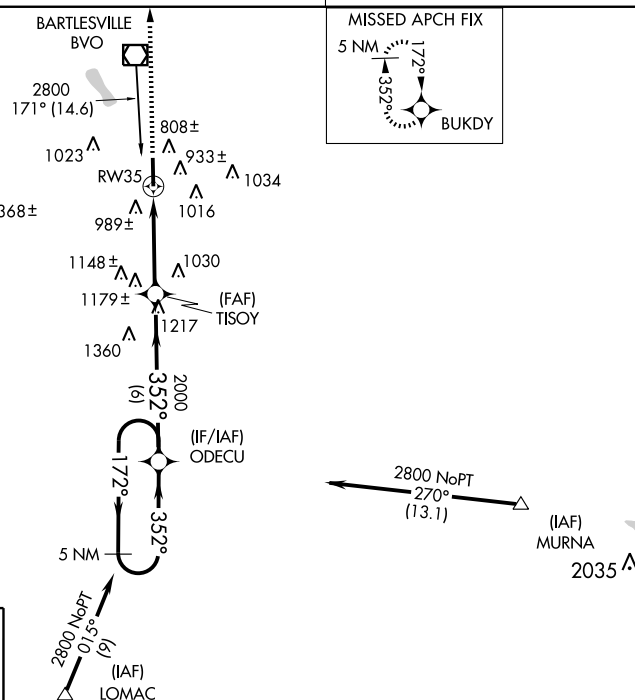
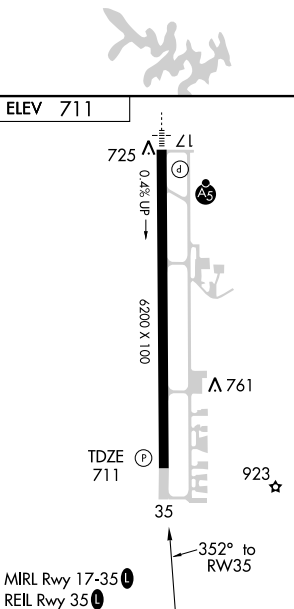
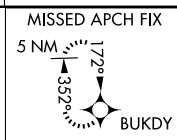
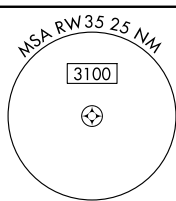
**T** Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). **A** DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3100 direct  
BUKDY and hold.

AWOS  
132.675

KANSAS CITY CENTER  
128.8 354.1

UNICOM  
123.0 (CTAF) **L**



|               |     |                      |  |        |  |  |  |  |  |
|---------------|-----|----------------------|--|--------|--|--|--|--|--|
|               |     | 1.8 NM               |  | 2.1 NM |  | 6 NM   |  |  |  |
| CATEGORY      |     | A                    |  | B      |  | C  |  | D  |  |
| LPV           | DA  | 961-1                |  |        |  | 250 (300-1)  |  |  |  |
| LNAV/<br>VNAV | DA  | 1327-2 $\frac{1}{4}$ |  |        |  | 616 (700-2 $\frac{1}{4}$ )                         |  |  |  |
| LNAV          | MDA | 1340-1 629 (700-1)   |  |        |  | 1340-1 $\frac{3}{4}$<br>629 (700-1 $\frac{3}{4}$ ) |  | 1340-2<br>629 (700-2)                              |  |
| CIRCLING      |     | 1400-1 689 (700-1)   |  |        |  | 1400-2<br>689 (700-2)                              |  | 1400-2 $\frac{1}{4}$<br>689 (700-2 $\frac{1}{4}$ ) |  |

AL-867 (FAA)

|          |             |
|----------|-------------|
| Rwy Idg  | <b>6200</b> |
| TDZE     | <b>711</b>  |
| Apt Elev | <b>711</b>  |

VOR/DME RWY 35  
BARTLESVILLE MUNI (BVO)

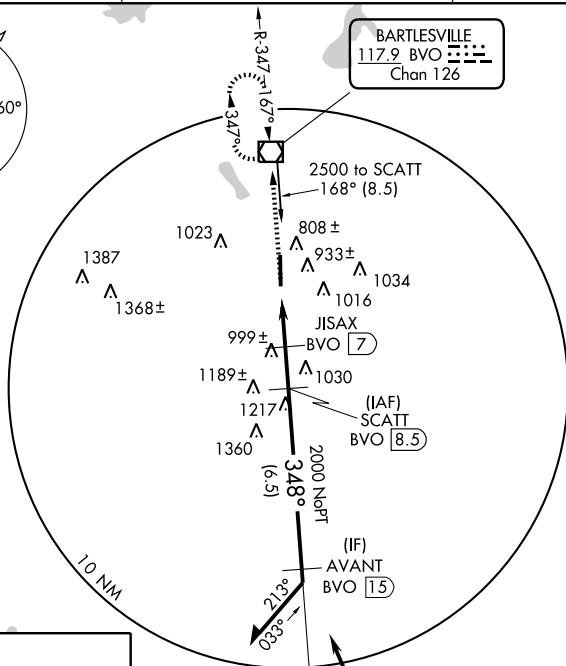
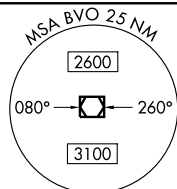
**T** Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

**MISSED APPROACH:** Climb to  
2500 direct BVO VOR/DME  
and hold.

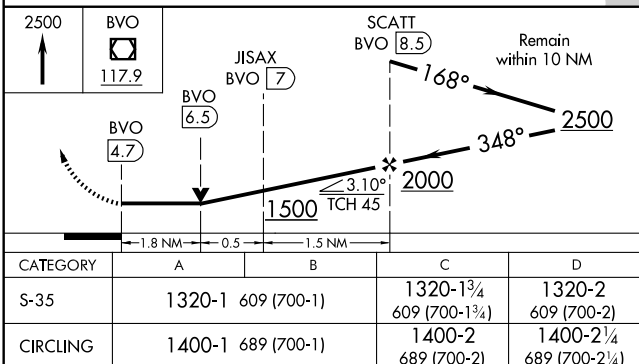
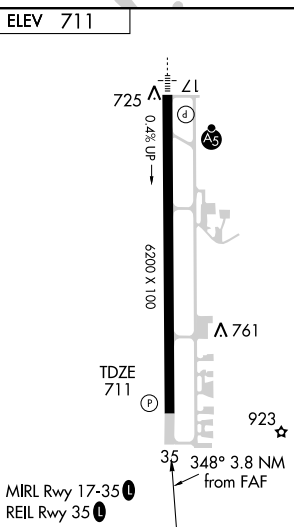
AWOS  
132.675

KANSAS CITY CENTER  
128.8 354.1

UNICOM  
123.0 (CTAF) **L**



2035



SC-1. 17 DEC 2009 to 14 JAN 2010

|  |                        |  |
|--|------------------------|--|
| VOR/DME BVO<br><b>117.9</b><br>Chan <b>126</b> | APP CRS<br><b>167°</b> | Rwy Idg<br>TDZE <b>6200</b><br>Apt Elev <b>711</b> |
|--|------------------------|--|

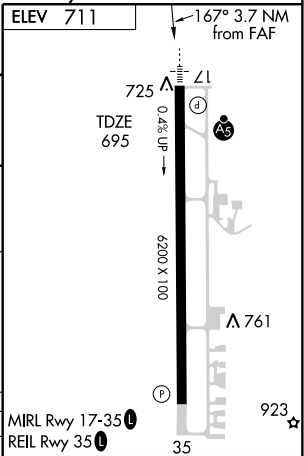
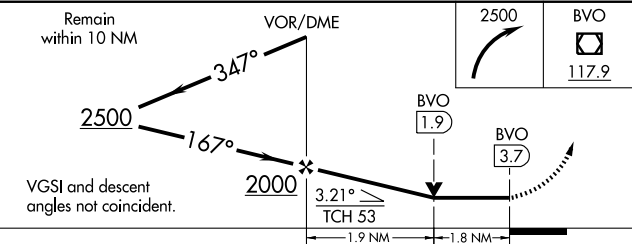
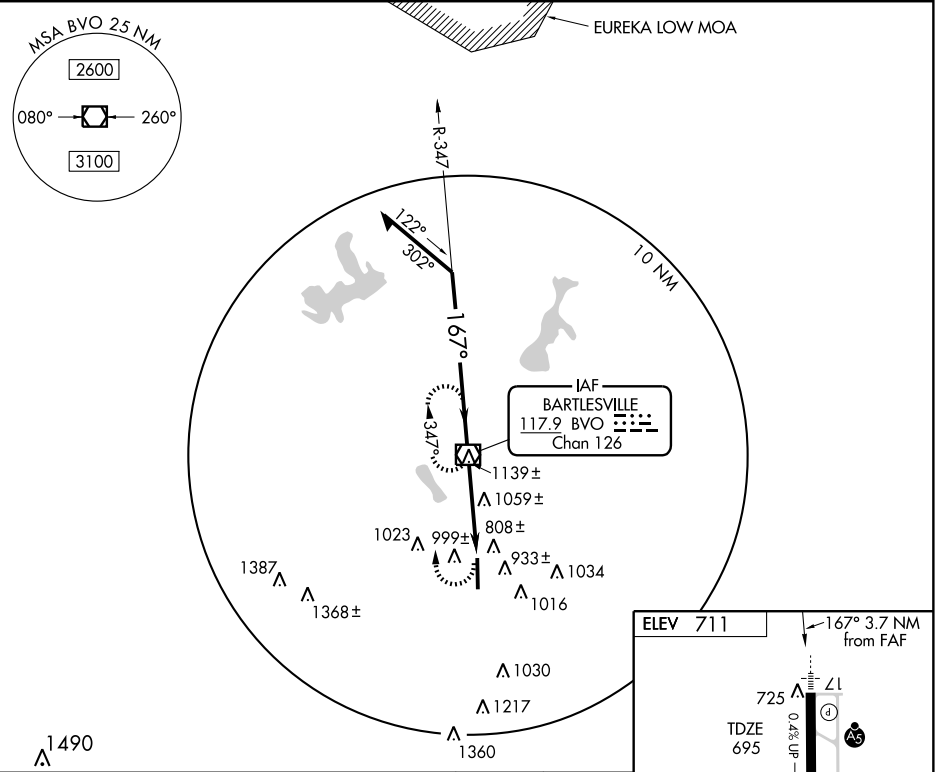
VOR RWY 17  
BARTLESVILLE MUNI (BVO)

For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile.  
Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

|                        |  |                               |
|------------------------|--|-------------------------------|
| AWOS<br><b>132.675</b> | KANSAS CITY CENTER<br><b>128.8 354.1</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|------------------------|--|-------------------------------|



| CATEGORY | A                      | B                          | C                          | D                          |
|----------|------------------------|----------------------------|----------------------------|----------------------------|
| S-17     | 1320-3/4 625 (700-3/4) | 1320-1 1/4 625 (700-1 1/4) | 1320-1 1/2 625 (700-1 1/2) | 1320-1 1/2 625 (700-1 1/2) |
| CIRCLING | 1400-1 689 (700-1)     | 1400-2 689 (700-2)         | 1400-2 1/4 689 (700-2 1/4) | 1400-2 1/4 689 (700-2 1/4) |

|                |             |                   |         |      |      |      |      |      |
|----------------|-------------|-------------------|---------|------|------|------|------|------|
| MIRL Rwy 17-35 | REIL Rwy 35 | FAF to RWY 3.7 NM | Knots   | 60   | 90   | 120  | 150  | 180  |
|                |             |                   | Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

▲ NA

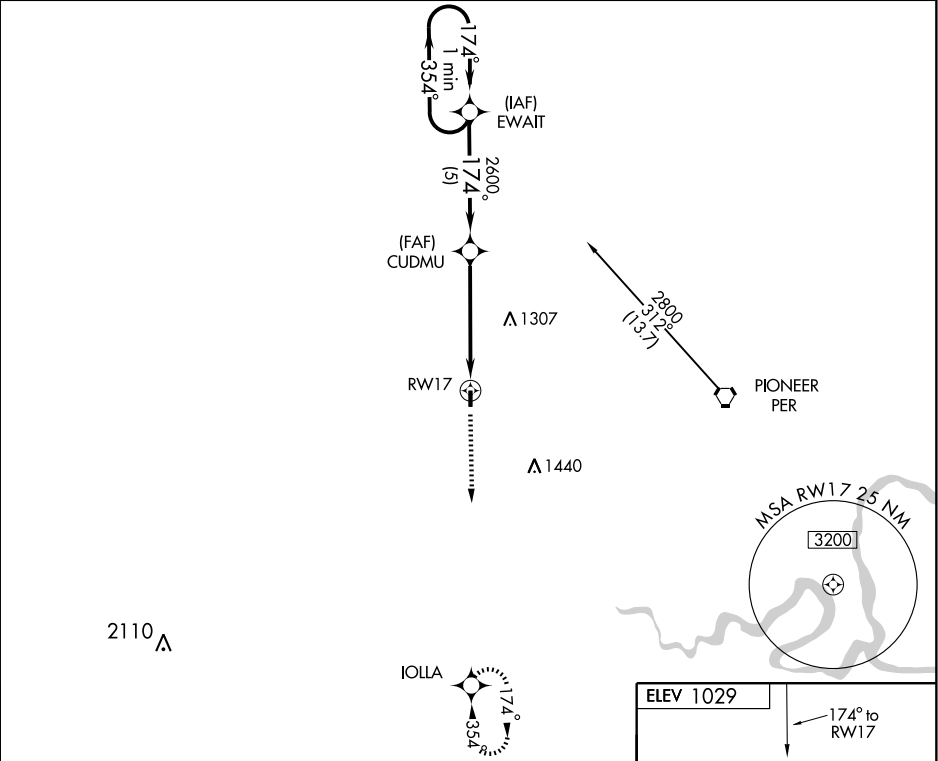
Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

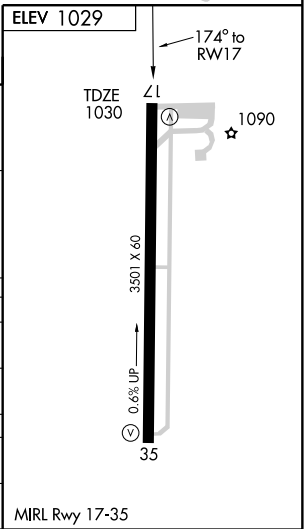
AWOS-3  
120.575

KANSAS CITY CENTER  
127.8 319.1

UNICOM  
122.8 (CTAF)



| One Minute Holding Pattern                       |        |             |                         |    |
|--|--------|-------------|-------------------------|----|
| EWAIT  |        |             |                         |    |
| CUDMU  |        |             |                         |    |
| RWY 17   |        |             |                         |    |
| IOLLA  |        |             |                         |    |
| 2800   |        |             |                         |    |
| 2600   |        |             |                         |    |
| 5 NM   |        |             |                         |    |
| 5 NM   |        |             |                         |    |
| CATEGORY   | A      | B           | C                       | D  |
| S-17   | 1560-1 | 531 (600-1) | 1560-1½<br>531 (600-1½) | NA |
| CIRCLING   | 1560-1 | 531 (600-1) | 1560-1½<br>531 (600-1½) | NA |
| WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS |        |             |                         |    |
| S-17   | 1700-1 | 671 (700-1) | 1700-2<br>671 (700-2)   | NA |
| CIRCLING   | 1700-1 | 671 (700-1) | 1700-2<br>671 (700-2)   | NA |



▲ NA

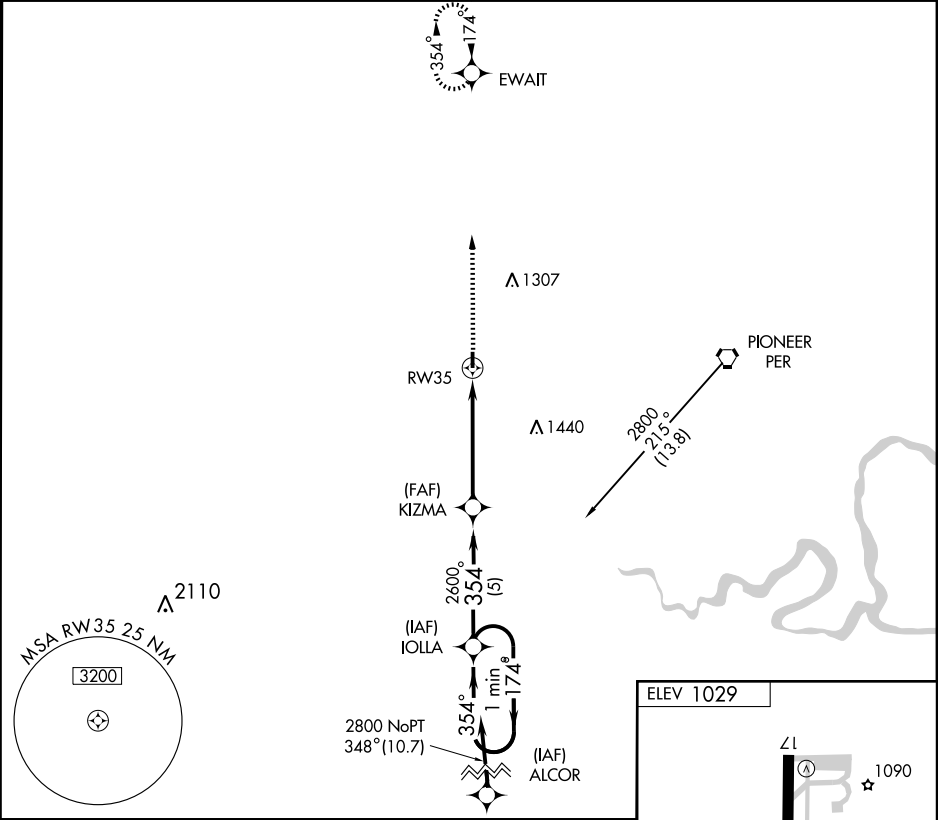
Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

AWOS-3  
120.575

KANSAS CITY CENTER  
127.8 319.1

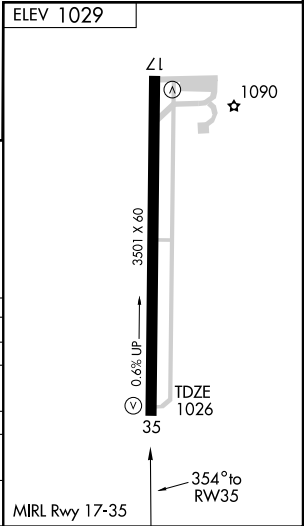
UNICOM  
122.8 (CTAF)



2800

EWAIT

|  |                    |             |                            |    |
|--|--------------------|-------------|----------------------------|----|
|  | KIZMA              | IOLLA       | One Minute Holding Pattern |    |
| RW35   | 2600               | 2800        | 2800                       |    |
|  | 5 NM               | 5 NM        |                            |    |
| CATEGORY   | A                  | B           | C                          | D  |
| S-35   | 1420-1 396 (400-1) |             |                            | NA |
| CIRCLING   | 1480-1             | 451 (500-1) | 1480-1½<br>451 (500-1½)    | NA |
| WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS |                    |             |                            |    |
| S-35   | 1560-1             | 536 (600-1) | 1560-1½<br>536 (600-1½)    | NA |
| CIRCLING   | 1620-1             | 591 (600-1) | 1620-1½<br>591 (600-1½)    | NA |

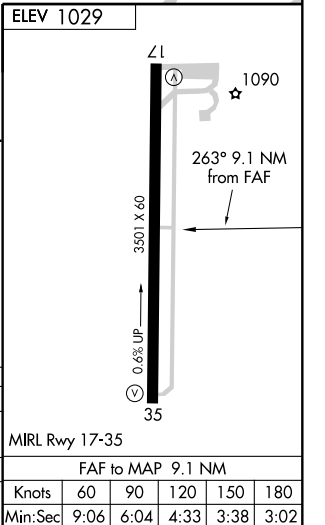
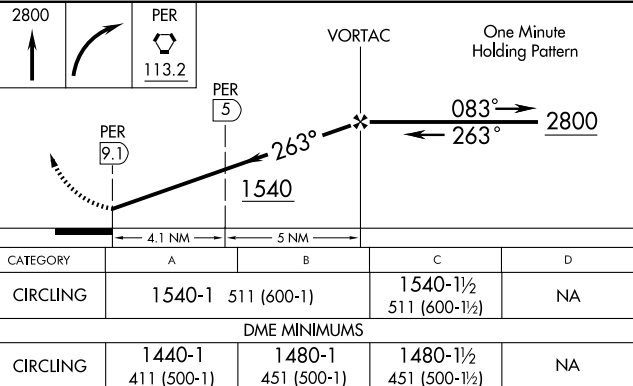
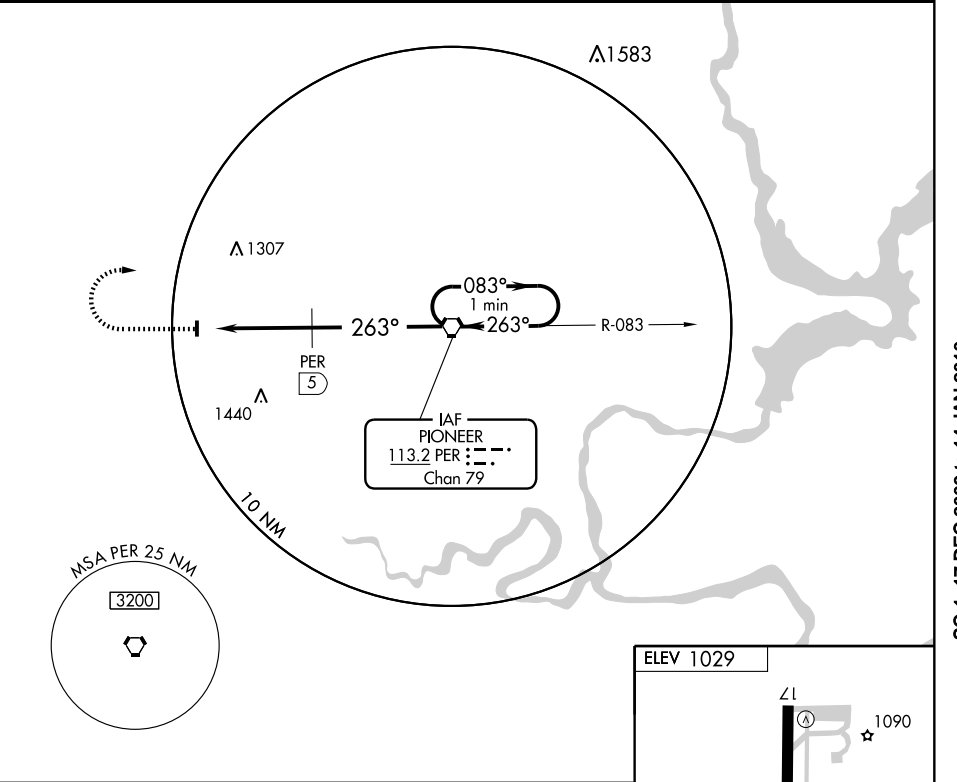


▲ NA

Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 140 feet.

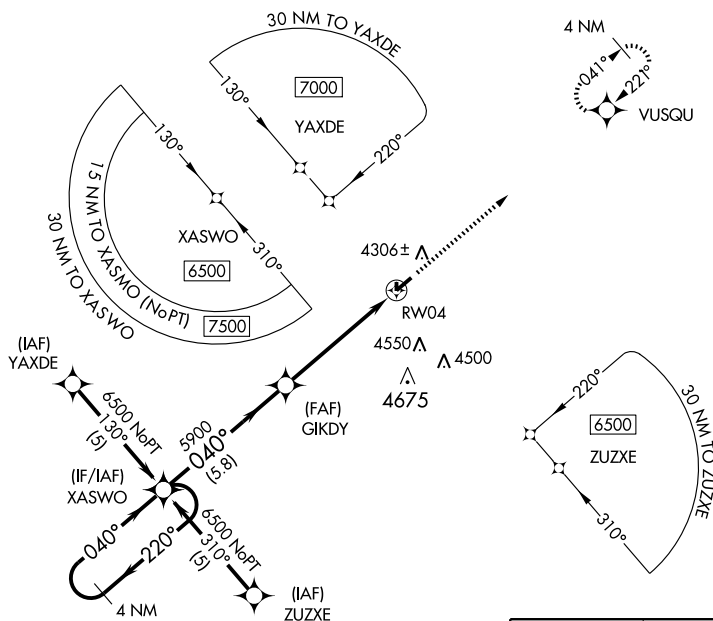
MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

|                   |                                   |                        |
|-------------------|-----------------------------------|------------------------|
| AWOS-3<br>120.575 | KANSAS CITY CENTER<br>127.8 319.1 | UNICOM<br>122.8 (CTAF) |
|-------------------|-----------------------------------|------------------------|

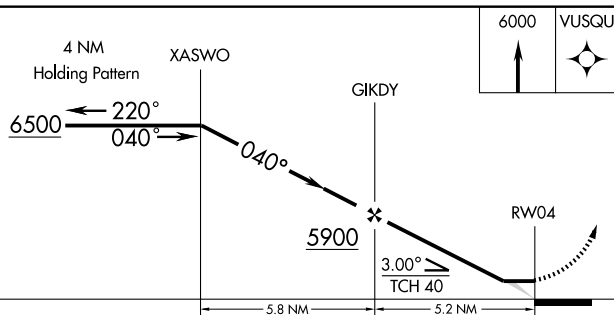


|          |             |
|----------|-------------|
| Rwy Idg  | <b>4210</b> |
| TDZE     | <b>4178</b> |
| Apt Elev | <b>4178</b> |

**MISSED APPROACH:** Climb to 6000 direct VUSQU and hold.

CTAF 122.9 **L**

SC-1. 17 DEC 2009 to 14 JAN 2010



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 4740-1 | 562 (600-1) | 4740-1½<br>562 (600-1½) | NA |
| CIRCLING | 4740-1 | 562 (600-1) | 4740-1½<br>562 (600-1½) | NA |

ELEV 4178

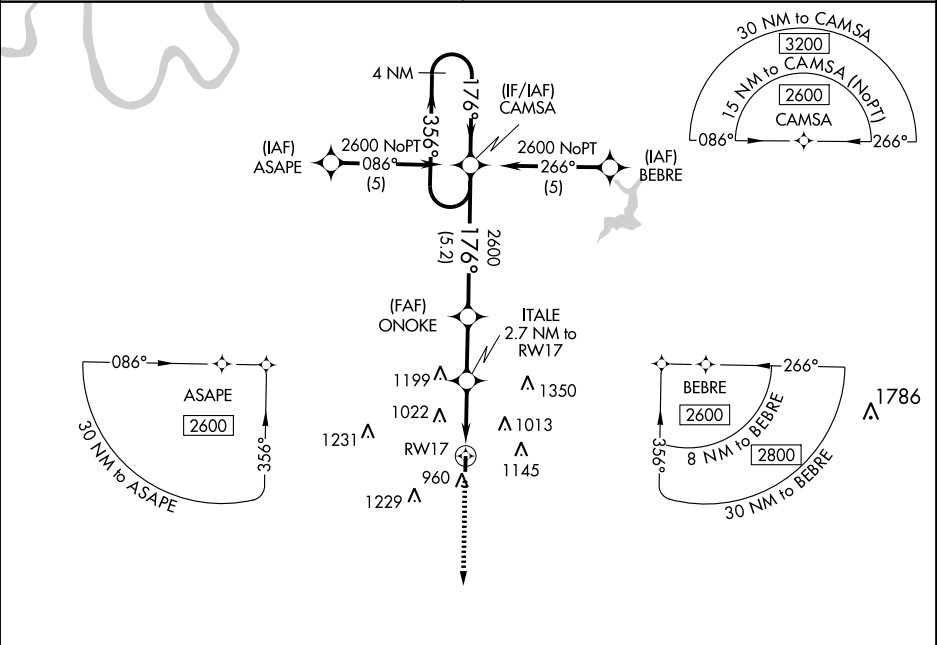
4178

MIRL Rwy 4-22 **L**

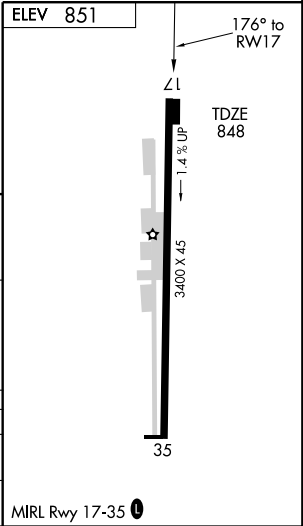
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3400</b><br><b>848</b><br><b>851</b> |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 17  
BRISTOW/JONES MEMORIAL (3F7)

|   |  |
|---|--|
| <p><b>▼</b> Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.</p> <p><b>▲</b> NA</p> | <p>MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.</p> |
| <p>KANSAS CITY CENTER<br/><b>128.8 354.1</b></p>  | <p>CTAF<br/><b>122.9 0</b></p>   |



|                      |                        |  |   |  |
|----------------------|------------------------|--|---|--|
|                      | ELEV 851               |  | 176° to RWY 17                            |  |
|                      | ZL                     |  | TDZE 848                                  |  |
|                      | 3400 X 45              |  | 1.4 % UP                                  |  |
|                      | 35                     |  |   |  |
|                      | DASTE 176° 356° 4 NM   |  |   |  |
| 4 NM Holding Pattern | CAMSA                  |  | 2600 DASTE                                |  |
| 2600 356° 176° 2600  | ONOKE                  |  | 2600 CRS 176°                             |  |
|                      | ITALE 2.7 NM to RWY 17 |  | RWY 17                                    |  |
|                      | 1720 3.18° TCH 40      |  |   |  |
|                      | 5.2 NM 2.5 NM 2.7 NM   |  |   |  |
| CATEGORY             | A                      |  | D   |  |
| LNAV MDA             | 1400-1 552 (600-1)     |  | NA  |  |
| CIRCLING             | 1420-1 569 (600-1)     |  | NA  |  |
|                      |                        |  | 1400-1½ 552 (600-1½) 1440-1½ 589 (600-1½) |  |



MIRL Rwy 17-35 0

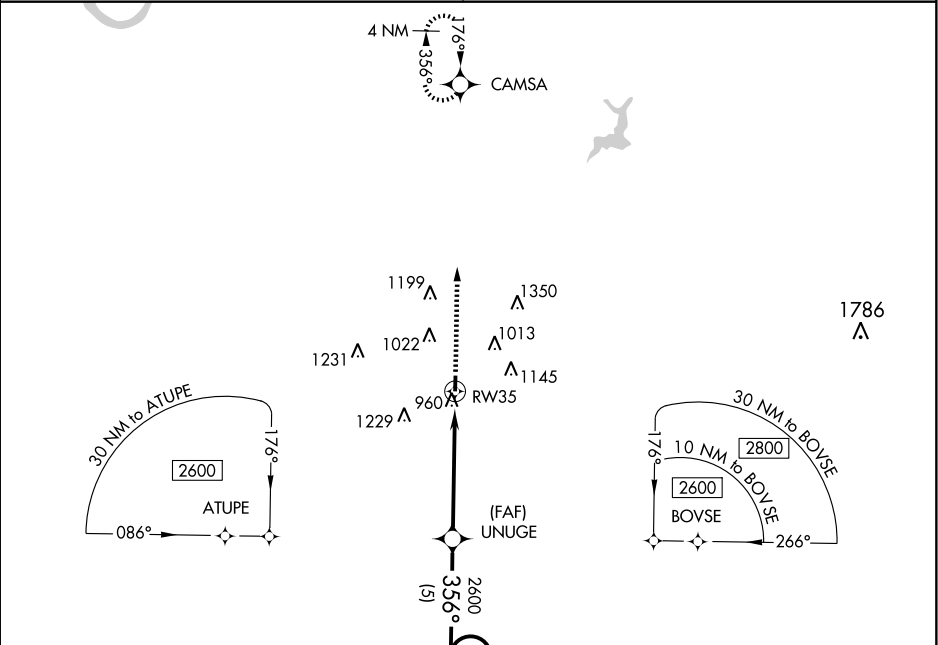
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>356°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3400</b><br><b>851</b><br><b>851</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 35

BRISTOW/ JONES MEMORIAL (3F7)

|   |   |
|---|---|
| <p><b>▼</b> Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.</p> <p><b>▲</b> NA</p> | MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold. |
|---|---|

|  |                      |
|--|----------------------|
| KANSAS CITY CENTER<br><b>128.8 354.1</b> | CTAF<br><b>122.9</b> |
|--|----------------------|



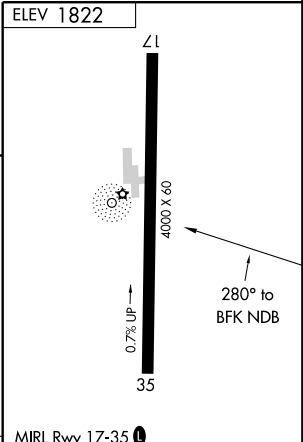
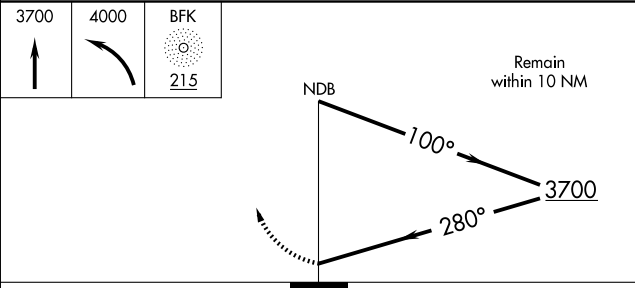
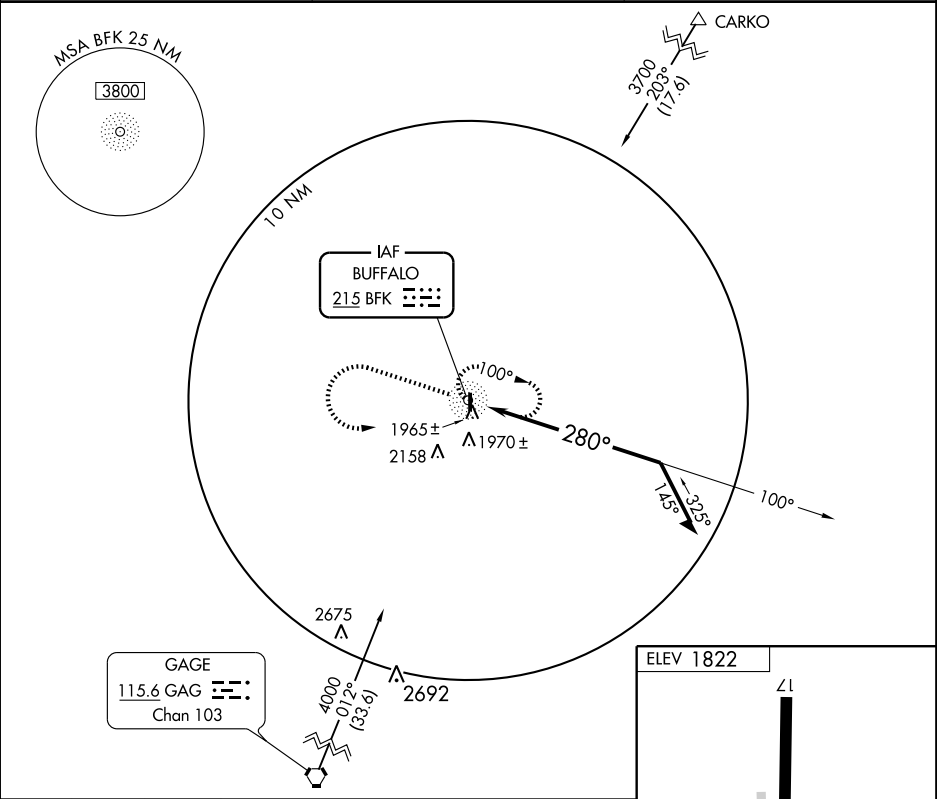
|                                    |        |             |                         |            |
|------------------------------------|--------|-------------|-------------------------|------------|
| 4 NM Holding Pattern               |        |             |                         | ELEV 851   |
| 2600 ← 176° → 356° → 2600          |        |             |                         | 2600 CAMSA |
| DASTE UNUGE 356° 3.04° TCH 40 RW35 |        |             |                         | 3400 x 45  |
| 5 NM 5.3 NM                        |        |             |                         | TDZE 851   |
| CATEGORY                           | A      | B           | C                       | D          |
| LNAV MDA                           | 1380-1 | 529 (600-1) | 1380-1½<br>529 (600-1½) | NA         |
| CIRCLING                           | 1420-1 | 569 (600-1) | 1440-1½<br>589 (600-1½) | NA         |
| MIRL Rwy 17-35                     |        |             |                         | 35         |

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB BFK<br><b>215</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>1822</b> |
|-----------------------|------------------------|-----------------------------|---|

NDB-A  
BUFFALO MUNI (BKF)

|  |   |
|--|---|
| <b>▲ NA</b> Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized. | MISSED APPROACH: Climb to 3700 then left climbing turn to 4000 direct BFK NDB and hold. |
|--|---|

|                          |   |                        |
|--------------------------|---|------------------------|
| AWOS-3<br><b>118.425</b> | KANSAS CITY CENTER<br><b>126.95 379.2</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|---|------------------------|



| CATEGORY | A      | B           | C                       | D  | Knots   | 60 | 90 | 120 | 150 | 180 |
|----------|--------|-------------|-------------------------|----|---------|----|----|-----|-----|-----|
| CIRCLING | 2460-1 | 638 (700-1) | 2460-1¾<br>638 (700-1¾) | NA | Min:Sec |    |    |     |     |     |

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>172°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>1822</b><br><b>1822</b> |
|------------------------|-----------------------------|---|

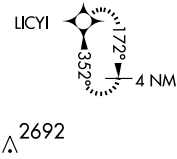
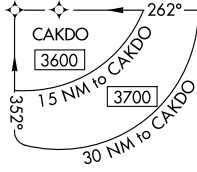
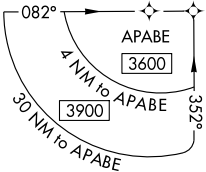
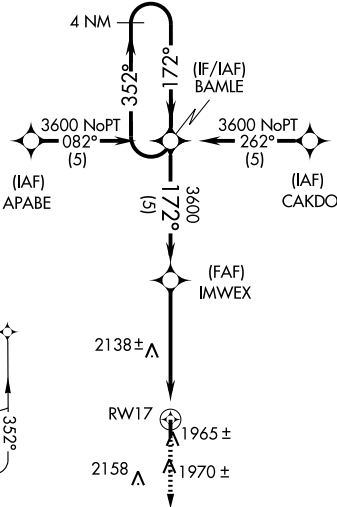
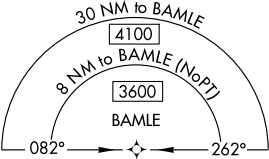
RNAV (GPS) RWY 17  
BUFFALO MUNI (BKF)

|           |  |  |
|-----------|--|--|
| <b>NA</b> | DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized. | MISSED APPROACH: Climb to 3800 direct LICYI WP and hold. |
|-----------|--|--|

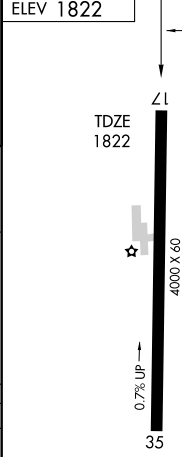
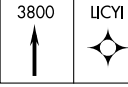
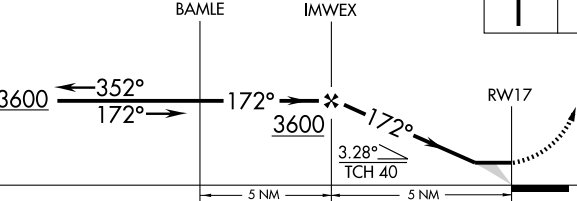
AWOS-3  
**118.425**

KANSAS CITY CENTER  
**126.95 379.2**

CTAF  
**122.9**



4 NM  
Holding Pattern



| CATEGORY | A      | B           | C                     | D  |
|----------|--------|-------------|-----------------------|----|
| LNAV MDA | 2500-1 | 678 (700-1) | 2500-2<br>678 (700-2) | NA |
| CIRCLING | 2500-1 | 678 (700-1) | 2500-2<br>678 (700-2) | NA |

MIRL Rwy 17-35

NDB RWY 35  
CHANDLER RGNL (CQB)

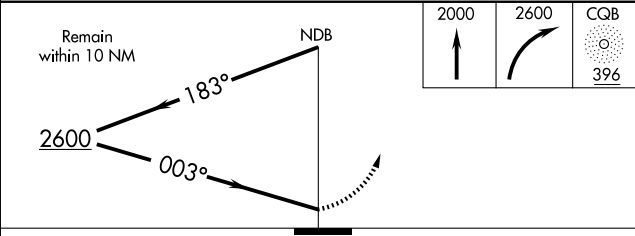
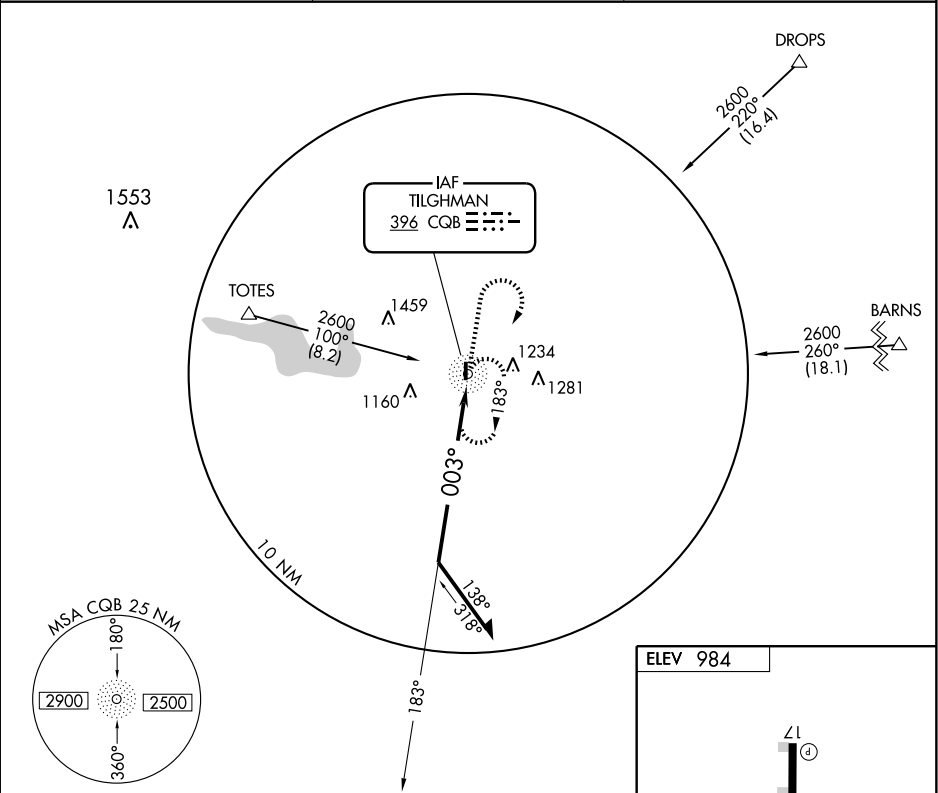
|         |         |          |      |
|---------|---------|----------|------|
| NDB CQB | APP CRS | Rwy Idg  | 4000 |
| 396     | 003°    | TDZE     | 984  |
|         |         | Apt Elev | 984  |

**▼** If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

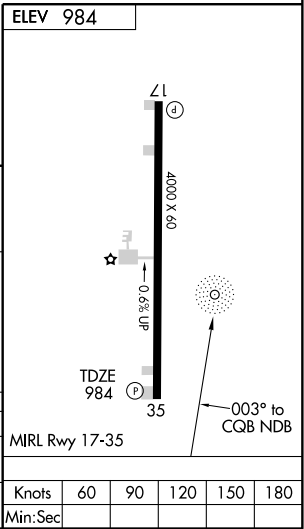
**▲ NA**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

|                   |                                   |               |
|-------------------|-----------------------------------|---------------|
| AWOS-3<br>119.275 | KANSAS CITY CENTER<br>128.3 291.7 | CTAF<br>122.9 |
|-------------------|-----------------------------------|---------------|



| CATEGORY | A                  | B                  | C                    | D  |
|----------|--------------------|--------------------|----------------------|----|
| S-35     | 1420-1 436 (500-1) |                    | 1420-1¼ 436 (500-1¼) | NA |
| CIRCLING | 1420-1 436 (500-1) | 1440-1 456 (500-1) | 1540-1½ 556 (600-1½) | NA |



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4000 |
| 174°    | TDZE     | 979  |
|         | Apt Elev | 984  |

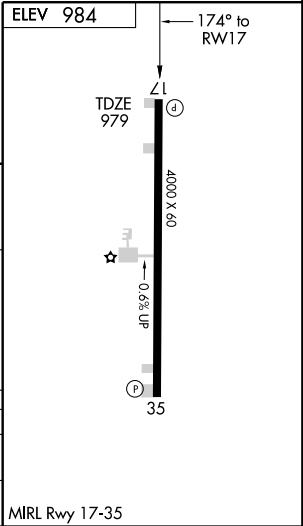
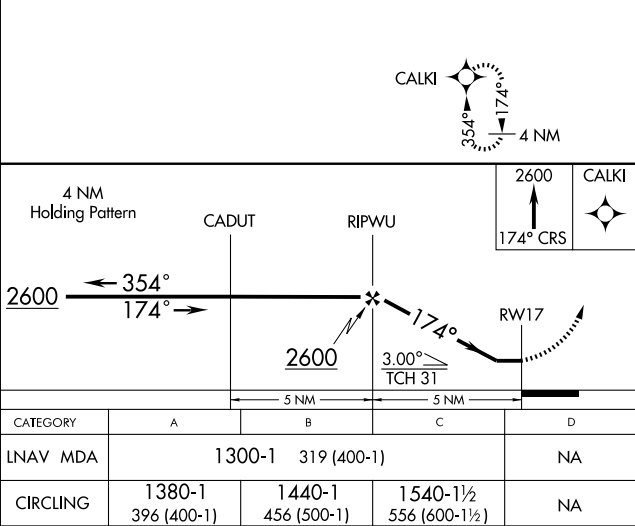
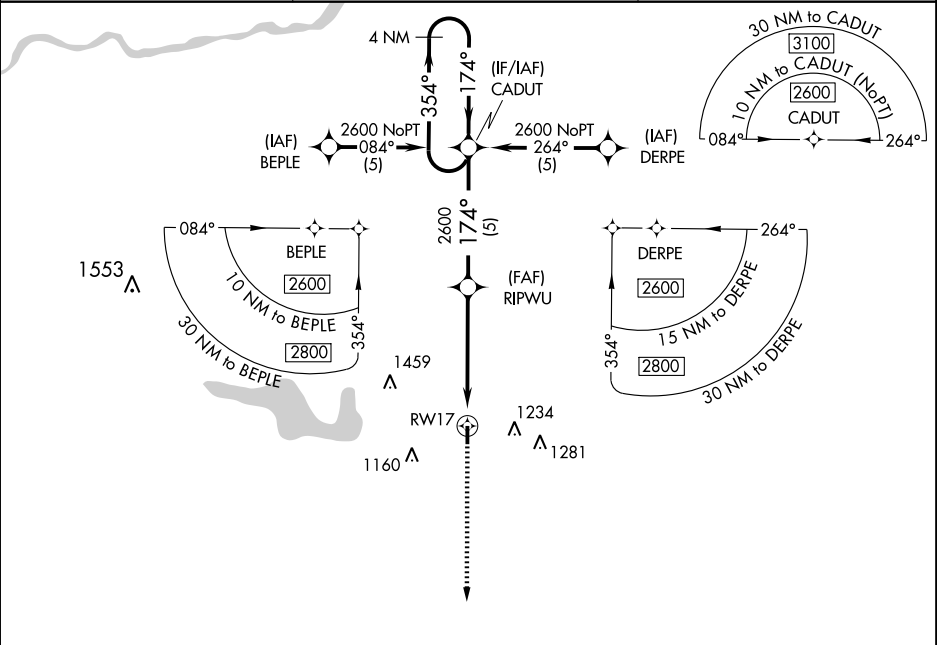
# RNAV (GPS) RWY 17

CHANDLER RGNL (CQB)

**▼** If local altimeter setting not received, use Shawnee  
**▲ NA** Rgnl altimeter setting and increase all MDAs 80 feet.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2600 via 174° course to CALKI  
WP and hold.

|                   |                                   |               |
|-------------------|-----------------------------------|---------------|
| AWOS-3<br>119.275 | KANSAS CITY CENTER<br>128.3 291.7 | CTAF<br>122.9 |
|-------------------|-----------------------------------|---------------|



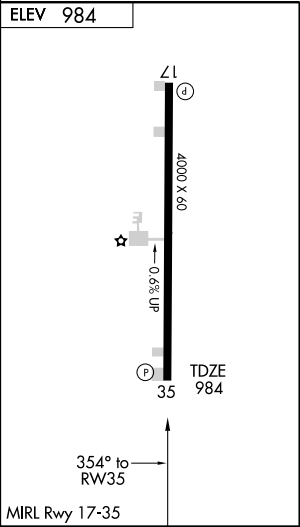
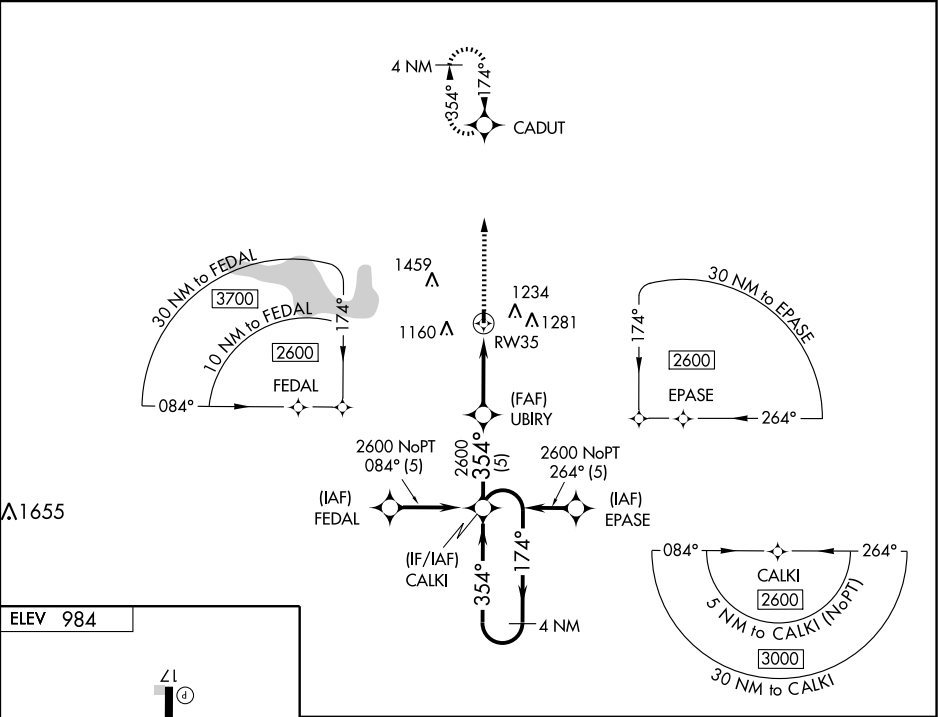
▼

NA

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet.  
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA  
BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

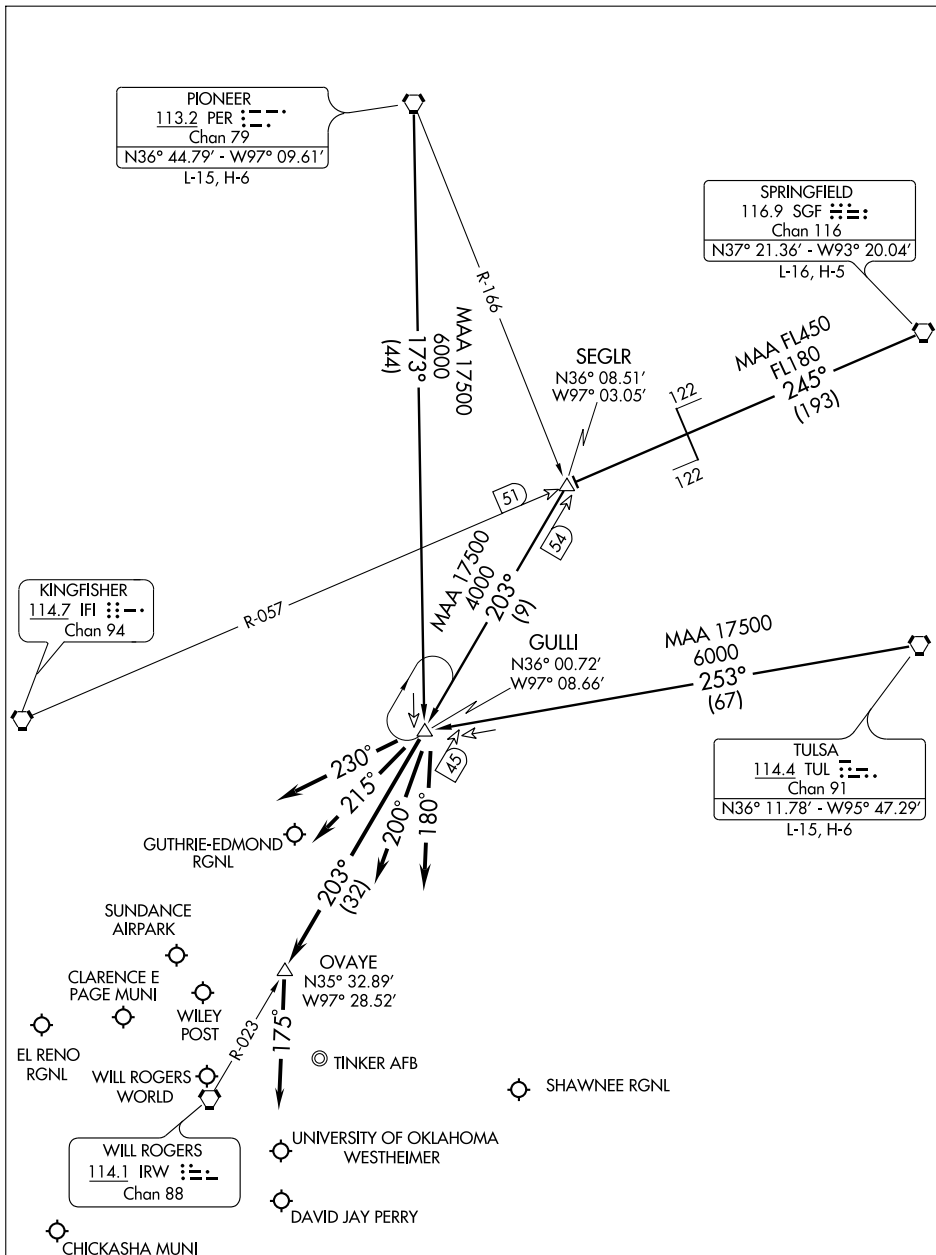
|                   |                                   |               |
|-------------------|-----------------------------------|---------------|
| AWOS-3<br>119.275 | KANSAS CITY CENTER<br>128.3 291.7 | CTAF<br>122.9 |
|-------------------|-----------------------------------|---------------|



|   |                      |                      |                      |    |
|---|----------------------|----------------------|----------------------|----|
| 2600                                    | CADUT                | 4 NM Holding Pattern |                      |    |
| 354° CRS                                | UBIRY                | CALKI                |                      |    |
| *1.1 NM to RW35                         | 354°                 | 174° → 2600          |                      |    |
| *LNAV only                              | 2600                 | ← 354°               |                      |    |
| VGSI and descent angles not coincident. | GS 3.00° TCH 30      |                      |                      |    |
| 1.1                                     | 3.8 NM               | 5 NM                 |                      |    |
| CATEGORY                                | A                    | B                    | C                    | D  |
| GLS PA DA                               | NA                   |                      |                      |    |
| LNAV/ VNAV DA                           | 1300-1¼ 316 (400-1¼) |                      | NA                   |    |
| LNAV MDA                                | 1300-1 316 (400-1)   |                      | NA                   |    |
| CIRCLING                                | 1380-1¼ 396 (400-1¼) | 1440-1¼ 456 (500-1¼) | 1540-1½ 556 (600-1½) | NA |

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5101 |
| 172°    | TDZE     | 1149 |
|         | Apt Elev | 1150 |

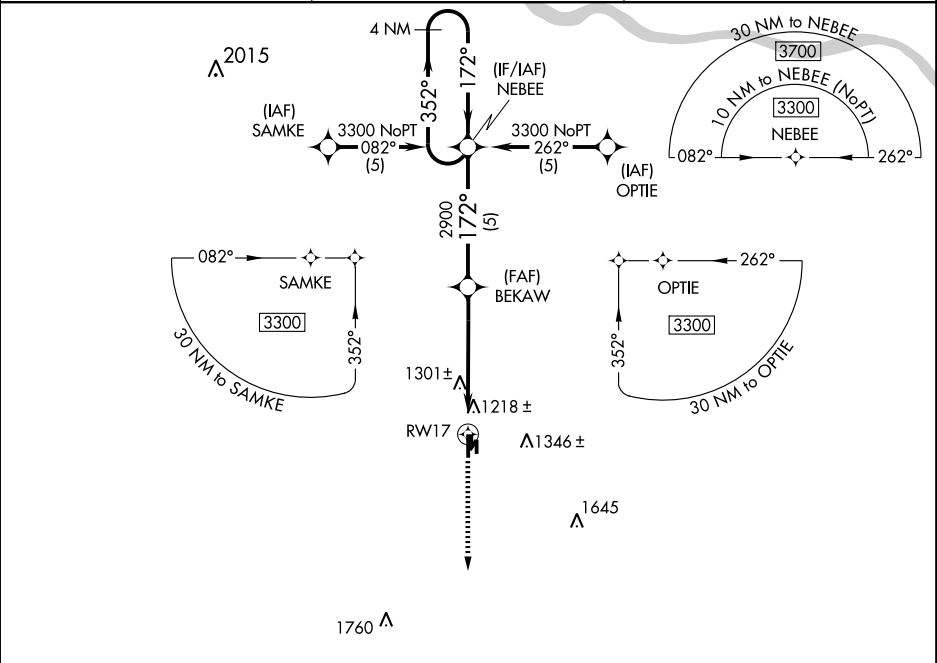
# RNAV (GPS) RWY 17

CHICKASHA MUNI (CHK)

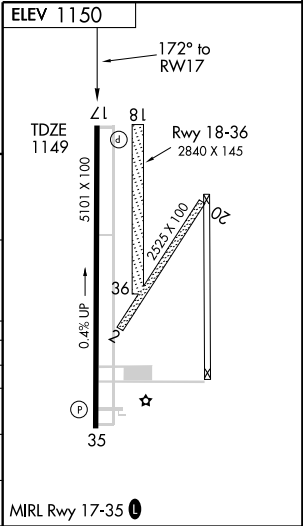
**NA** BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3300 direct DERFF WP and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.175</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



|                      |                      |                      |                      |
|----------------------|----------------------|----------------------|----------------------|
| 4 NM Holding Pattern | NEBEE                | BEKAW                | RWY 17               |
| 3300                 | 2900                 | 1.2 NM to RWY 17     |                      |
| GS 3.00° TCH 45°     |                      |                      |                      |
| 5 NM                 | 4.1 NM               | 1.2 NM               |                      |
| CATEGORY             | A                    | B                    | C                    |
| GLS PA DA            | NA                   |                      |                      |
| LNAV/VNAV DA         | 1480-1¼ 331 (400-1¼) |                      |                      |
| LNAV MDA             | 1560-1 411 (500-1)   | 1560-1¼ 411 (500-1¼) | NA                   |
| CIRCLING             | 1560-1¼ 410 (500-1¼) | 1600-1¼ 450 (500-1¼) | 1620-1½ 470 (500-1½) |



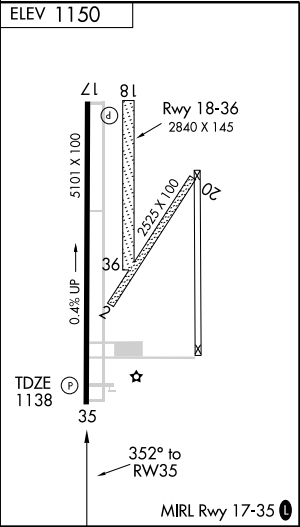
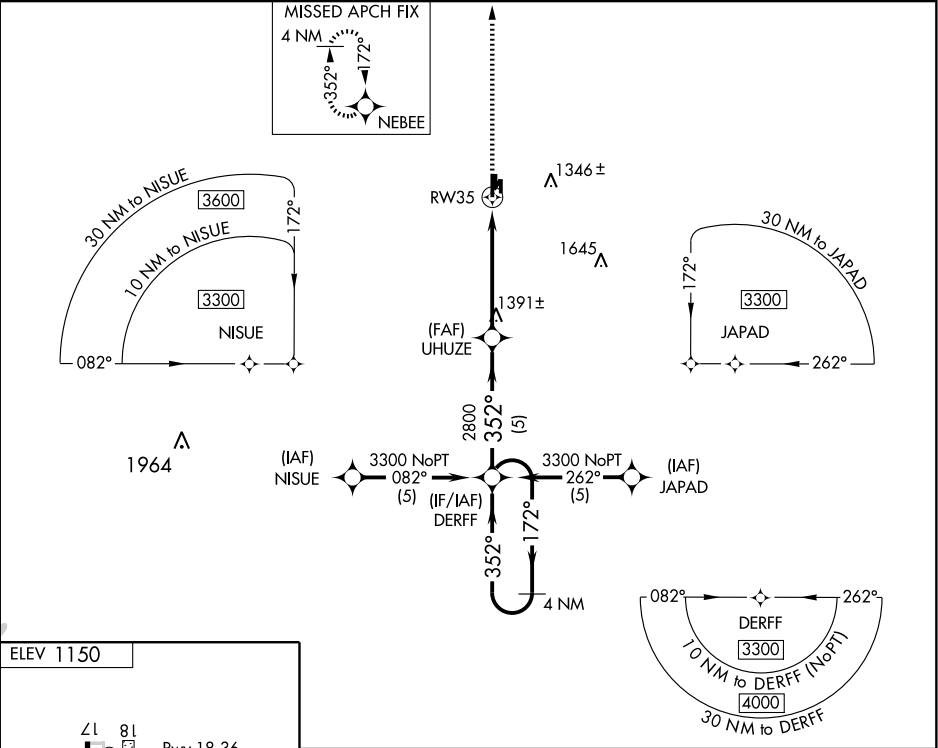
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5101 |
| 352°    | TDZE     | 1138 |
|         | Apt Elev | 1150 |

# RNAV (GPS) RWY 35

CHICKASHA MUNI (CHK)

|    |  |  |
|----|--|--|
| NA | Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet.<br>Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold. |
|----|--|--|

|                   |                                 |                          |
|-------------------|---------------------------------|--------------------------|
| AWOS-3<br>118.175 | OKE CITY APP CON<br>124.6 266.8 | UNICOM<br>123.0 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



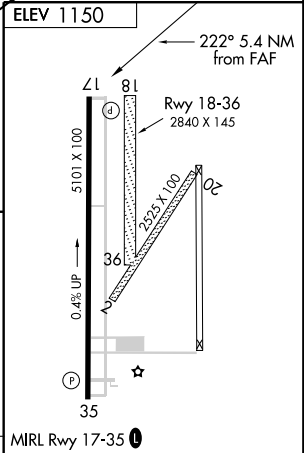
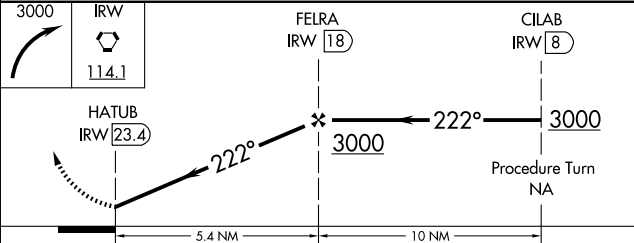
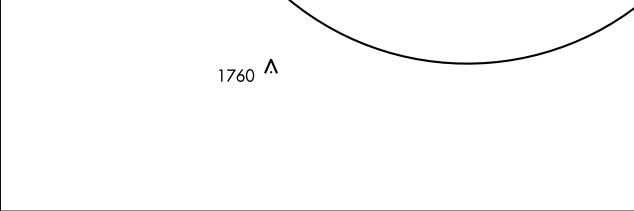
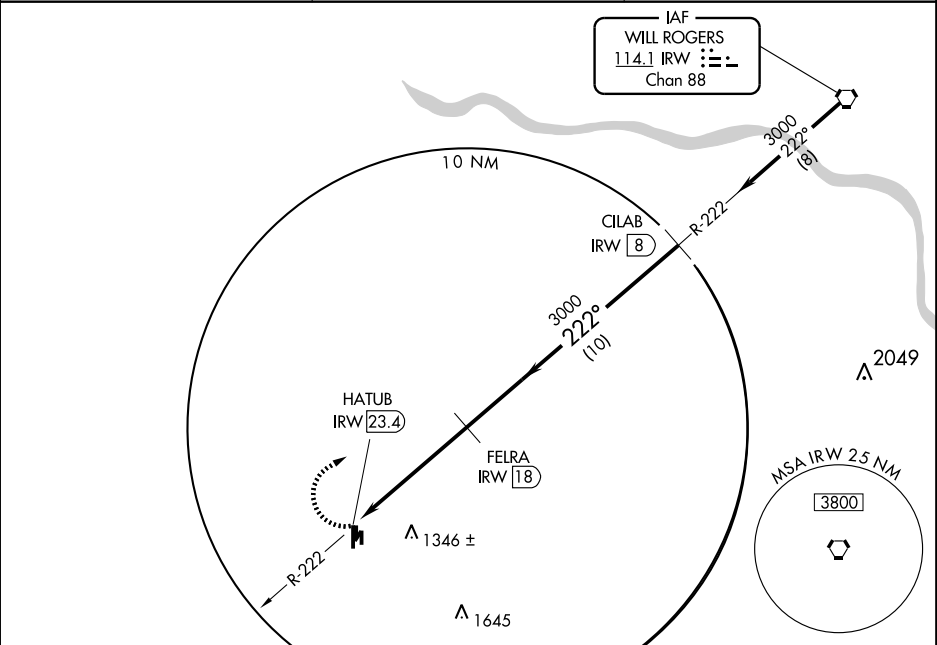
|              |                    |                    |                      |                       |
|--------------|--------------------|--------------------|----------------------|-----------------------|
| 3300         | NEBEE              | *LNAV only         | DERFF                | 4 NM Holding Pattern  |
|              |                    | *1.3 NM to RW35    | UHUZE                | 172° → 3300<br>← 352° |
|              |                    | RW35               | 2800                 | GS 3.00°<br>TCH 44    |
| CATEGORY     | A                  | B                  | C                    | D                     |
| GLS PA DA    | NA                 |                    |                      |                       |
| LNAV/VNAV DA | 1440-1 302 (300-1) |                    |                      | NA                    |
| LNAV MDA     | 1580-1 442 (500-1) |                    | 1580-1¼ 442 (500-1¼) | NA                    |
| CIRCLING     | 1580-1 430 (500-1) | 1600-1 450 (500-1) | 1620-1½ 470 (500-1½) | NA                    |

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC IRW | APP CRS | Rwy Idg  | N/A  |
| 114.1      | 222°    | TDZE     | N/A  |
| Chan 88    |         | Apt Elev | 1150 |

VOR/DME-A  
CHICKASHA MUNI (CHK)

|      |   |   |
|------|---|---|
| ▲ NA | If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet. | MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC. |
|------|---|---|

|                   |                                 |                          |
|-------------------|---------------------------------|--------------------------|
| AWOS-3<br>118.175 | OKE CITY APP CON<br>124.6 266.8 | UNICOM<br>123.0 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



| CATEGORY | A                     | B                       | C                       | D  | Knots   | 60 | 90 | 120 | 150 | 180 |
|----------|-----------------------|-------------------------|-------------------------|----|---------|----|----|-----|-----|-----|
| CIRCLING | 1660-1<br>510 (600-1) | 1660-1¼<br>510 (600-1¼) | 1660-1½<br>510 (600-1½) | NA | Min:Sec |    |    |     |     |     |

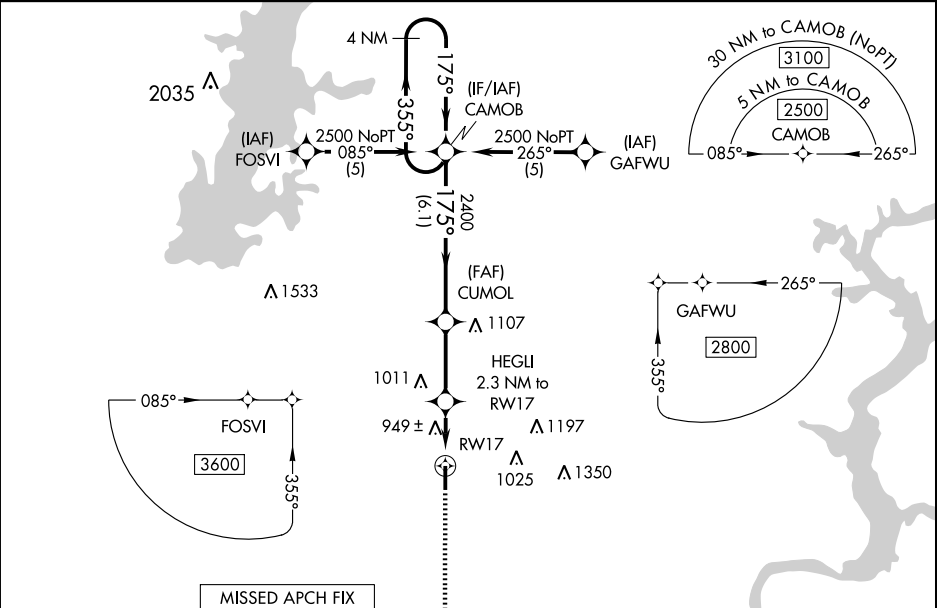
|          |         |          |      |
|----------|---------|----------|------|
| WAAS     |         | Rwy Idg  | 5200 |
| CH 63214 | APP CRS | TDZE     | 718  |
| W17A     | 175°    | Apt Elev | 733  |

RNAV (GPS) RWY 17  
CLAREMORE RGNL (GCM)

Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

|                   |                              |                          |
|-------------------|------------------------------|--------------------------|
| AWOS-3<br>119.925 | TULSA APP CON<br>119.1 351.8 | UNICOM<br>122.7 (CTAF) 0 |
|-------------------|------------------------------|--------------------------|



4 NM

Holding Pattern

CAMOB

\*LNAV only.

2400

DAVLE

2500

355°

175°

CUMOL

175°

2400

HEGLI

2.3 NM to RW17

\*1460

RW17

GS 3.00°

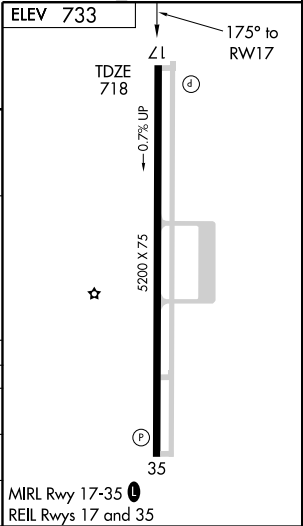
TCH 35

6.1 NM

2.9 NM

2.3

| CATEGORY     | A      | B           | C                       | D  |
|--------------|--------|-------------|-------------------------|----|
| LPV DA       | 968-1  | 250 (300-1) |                         | NA |
| LNAV/VNAV DA | 1281-2 | 563 (600-2) |                         | NA |
| LNAV MDA     | 1200-1 | 482 (500-1) | 1200-1¼<br>482 (500-1¼) | NA |
| CIRCLING     | 1260-1 | 527 (600-1) | 1260-1½<br>527 (600-1½) | NA |



|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>99714</b><br><b>W35A</b> | APP CRS<br><b>355°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5200</b><br><b>733</b><br><b>733</b> |
|--|------------------------|--|

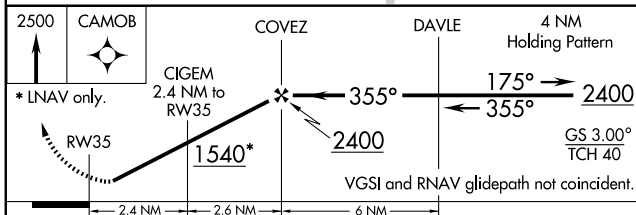
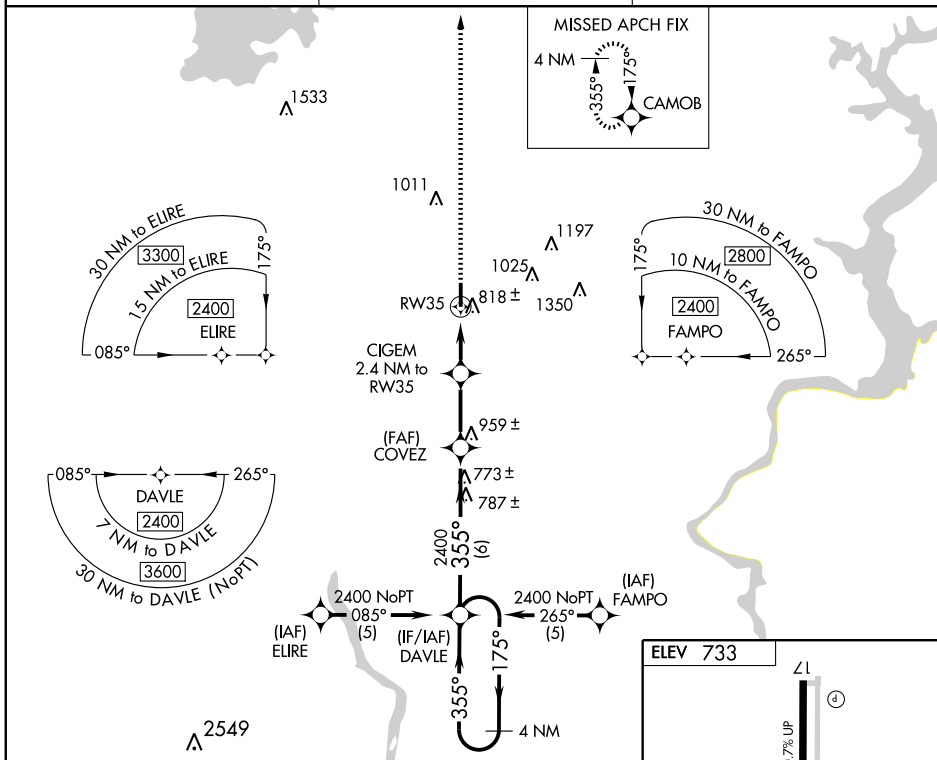
# RNAV (GPS) RWY 35

## CLAREMORE RGNL (GCM)

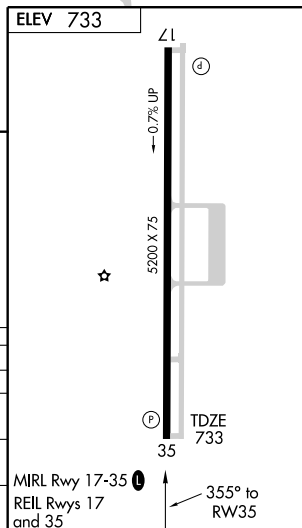
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2500 direct CAMOB and hold.

|                          |                                     |                                 |
|--------------------------|-------------------------------------|---------------------------------|
| AWOS-3<br><b>119.925</b> | TULSA APP CON<br><b>119.1 351.8</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|-------------------------------------|---------------------------------|



| CATEGORY     | A      | B           | C                       | D  |
|--------------|--------|-------------|-------------------------|----|
| LPV DA       |        | 983-1       | 250 (300-1)             | NA |
| LNAV/VNAV DA |        | 1052-1¼     | 319 (400-1¼)            | NA |
| LNAV MDA     | 1200-1 | 467 (500-1) | 1200-1¼<br>467 (500-1¼) | NA |
| CIRCLING     | 1260-1 | 527 (600-1) | 1260-1½<br>527 (600-1½) | NA |



|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APP CRS<br><b>240°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>733</b> |
|--|------------------------|-----------------------------|--|

# VOR/DME-A

## CLAREMORE RGNL (GCM)

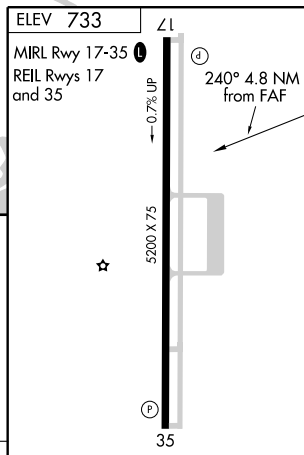
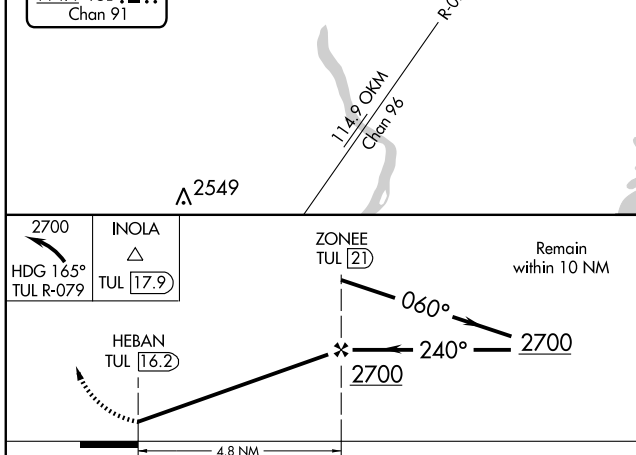
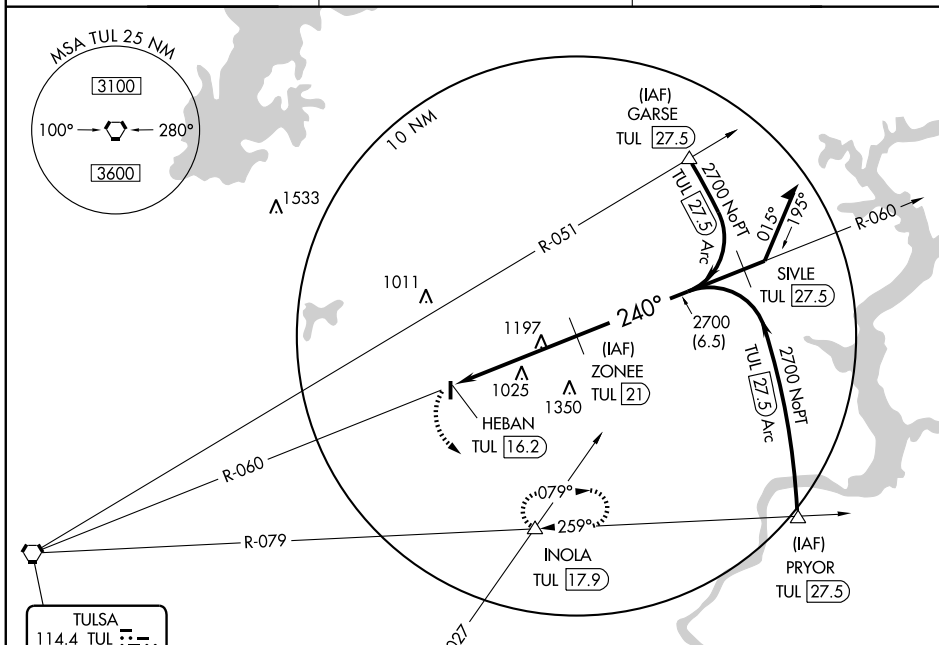
**V** If local altimeter setting not received, use Tulsa Int'l altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3  
**119.925**

TULSA APP CON  
**119.1 351.8**

UNICOM  
**122.7 (CTAF) 0**



| CATEGORY | A       | B            | C                       | D  | FAF to MAP 4.8 NM |      |      |      |      |      |
|----------|---------|--------------|-------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1620-1¼ | 887 (900-1¼) | 1620-2¾<br>887 (900-2¾) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |         |              |                         |    | Min:Sec           | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

|  |                        |  |                          |
|--|------------------------|--|--------------------------|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APP CRS<br><b>060°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>733</b> | <b>N/A</b><br><b>N/A</b> |
|--|------------------------|--|--------------------------|

**VOR/DME-B**  
CLAREMORE RGNL (GCM)

**▼** If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

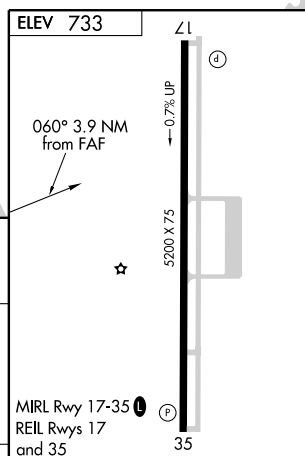
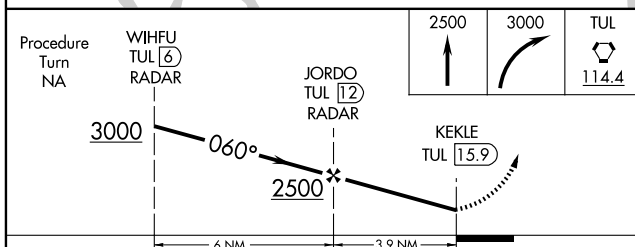
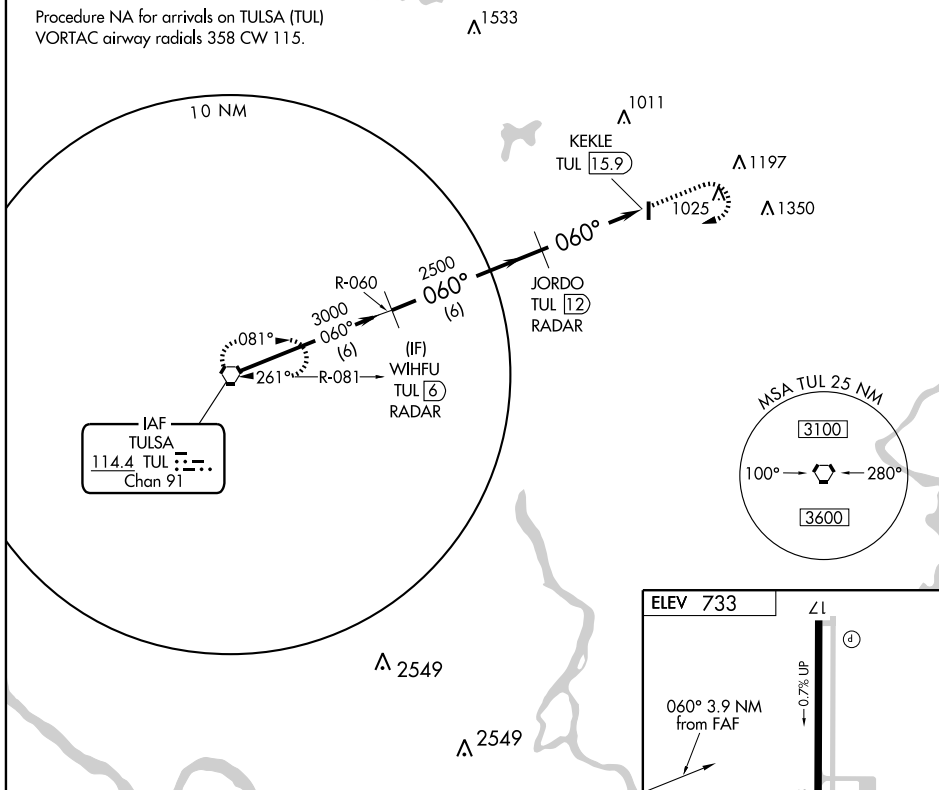
**MISSED APPROACH:** Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3  
**119.925**

TULSA APP CON  
**119.1 351.8**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals on TULSA (TUL)  
VORTAC airway radials 358 CW 115.



| CATEGORY | A                  | B | C                    | D | FAF to MAP 3.9 NM |  |         |      |      |                |
|----------|--------------------|---|----------------------|---|-------------------|--|---------|------|------|----------------|
| CIRCLING | 1260-1 527 (600-1) |   | 1260-1½ 527 (600-1½) |   | NA                |  | Knots   | 60   | 90   | 120 150 180    |
|          |                    |   |                      |   |                   |  | Min:Sec | 3:54 | 2:36 | 1:57 1:34 1:18 |

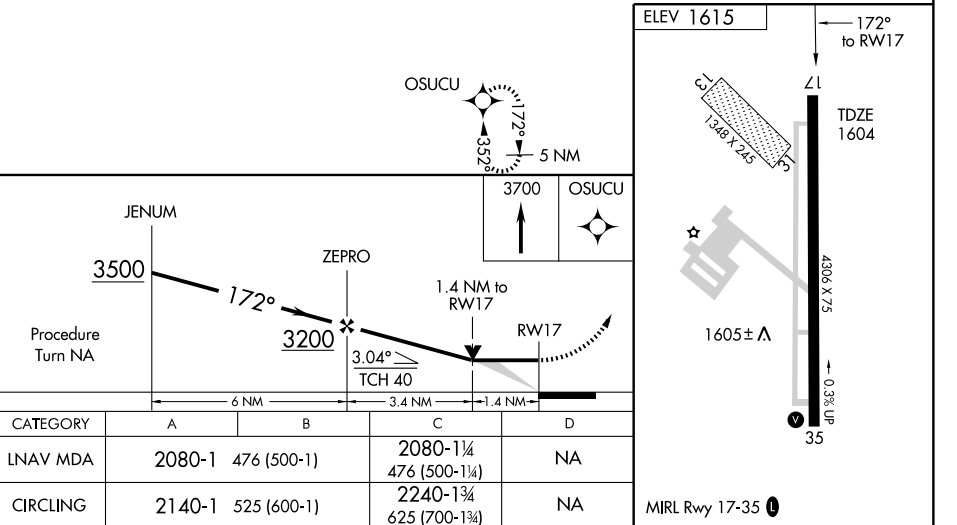
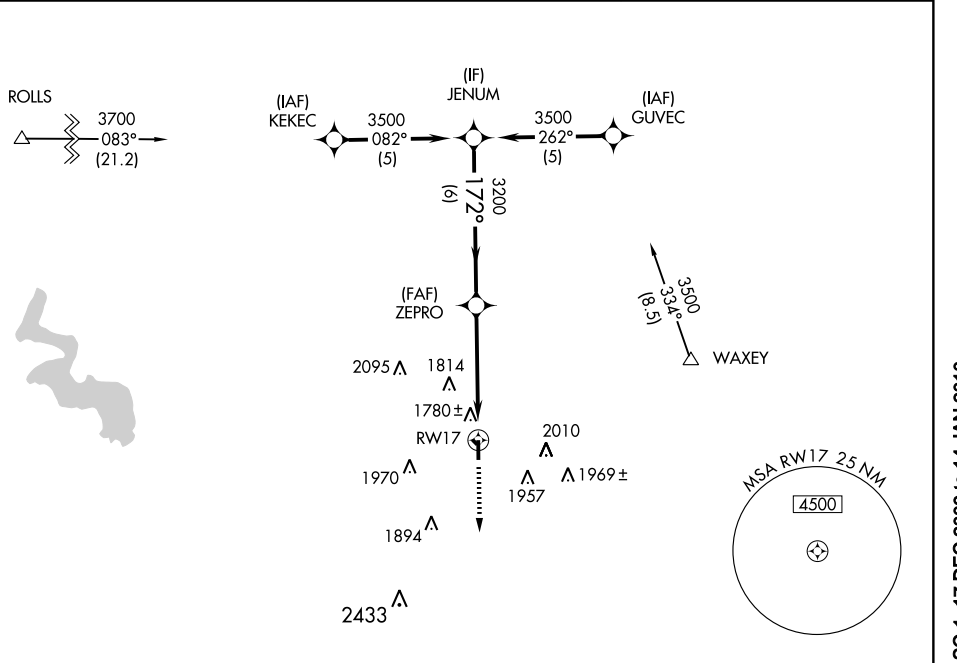
▼

▲

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet.  
VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct OSUCU and hold.

|                   |                                    |                                 |
|-------------------|------------------------------------|---------------------------------|
| AWOS-3<br>119.225 | FORT WORTH CENTER<br>128.4 269.375 | UNICOM<br>122.8 (CTAF) <b>L</b> |
|-------------------|------------------------------------|---------------------------------|



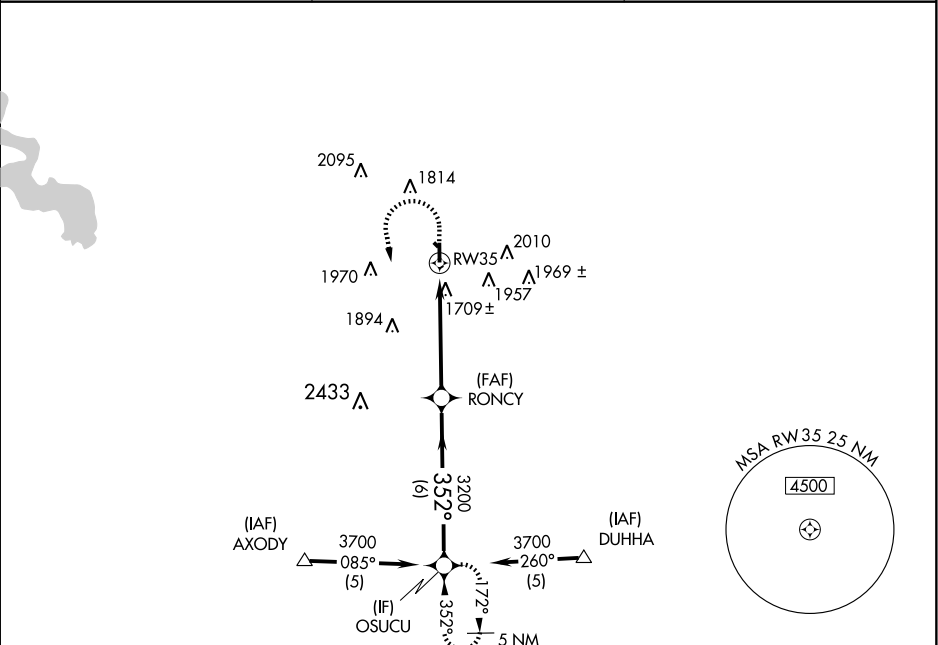
SC-1.17 DEC 2009 to 14 JAN 2010

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4306 |
| 352°    | TDZE     | 1615 |
|         | Apt Elev | 1615 |

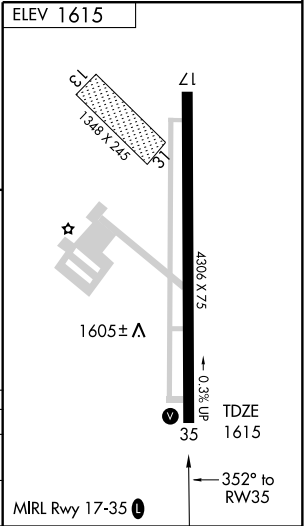
RNAV (GPS) RWY 35  
CLINTON RGNL (CLK)

|   |   |
|---|---|
| <p><b>▽</b> DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.</p> <p><b>▲</b></p> | <p>MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.</p> |
|---|---|

|                   |                                    |                                 |
|-------------------|------------------------------------|---------------------------------|
| AWOS-3<br>119.225 | FORT WORTH CENTER<br>128.4 269.375 | UNICOM<br>122.8 (CTAF) <b>0</b> |
|-------------------|------------------------------------|---------------------------------|



|          |                    |   |                      |    |
|----------|--------------------|---|----------------------|----|
|          |                    | VGS1 and descent angles not coincident. |                      |    |
|          |                    |   |                      |    |
| CATEGORY | A                  | B                                       | C                    | D  |
| LNAV MDA | 2020-1 405 (500-1) |   | 2020-1¼ 405 (500-1¼) | NA |
| CIRCLING | 2140-1 525 (600-1) |   | 2240-1¾ 625 (700-1¾) | NA |

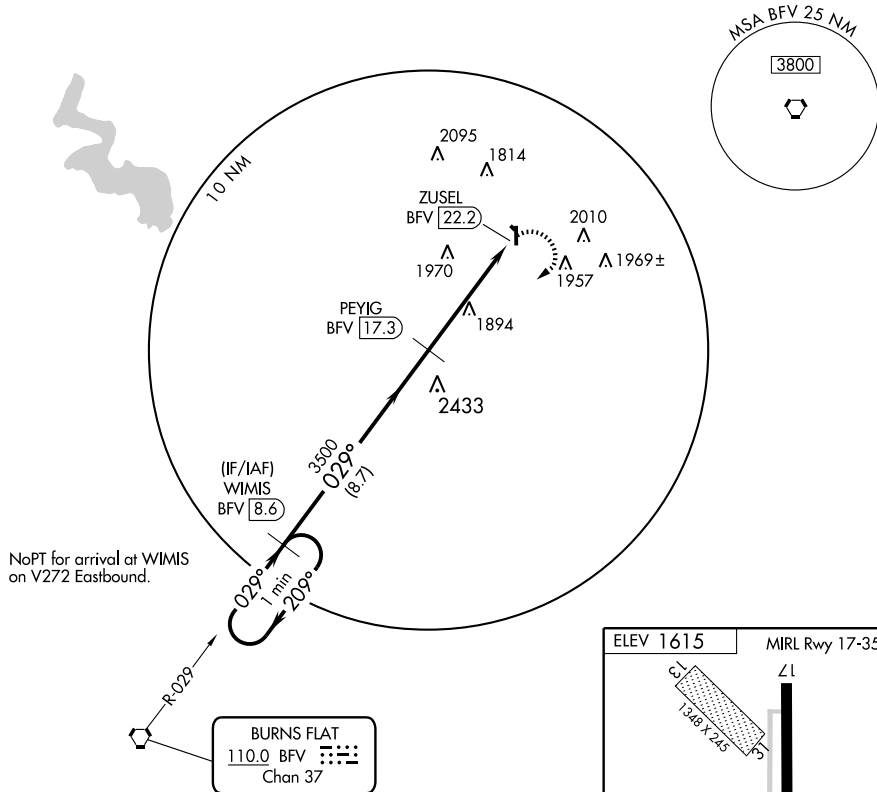


AL-5833 (FAA)

VOR/DME-A  
CLINTON RGNL (CLK)

**MISSED APPROACH:** Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

FORT WORTH CENTER  
**128.4 269,375**

UNICOM  
**122.8** (CTAF) **L**

## One Minute Holding Pattern

WIMIS  
BFV 8.6PEY  
BFV [PEYIG  
3FV 17.3

3900

Hdg 250°  
and  
BFV R-029

WIMIS  
BFV 8.6

BFV

ZUSEL  
BFV 22.2

A diagram of a 1D lattice with a unit cell of length 8.7 nm. The lattice is represented by a horizontal line with vertical tick marks. A double-headed arrow below the line indicates the length of the unit cell, which is labeled as 8.7 nm.

4.9 NM

|           |                         |
|-----------|-------------------------|
| ELEV 1615 | MIRL Rwy 17-35 <b>L</b> |
|-----------|-------------------------|

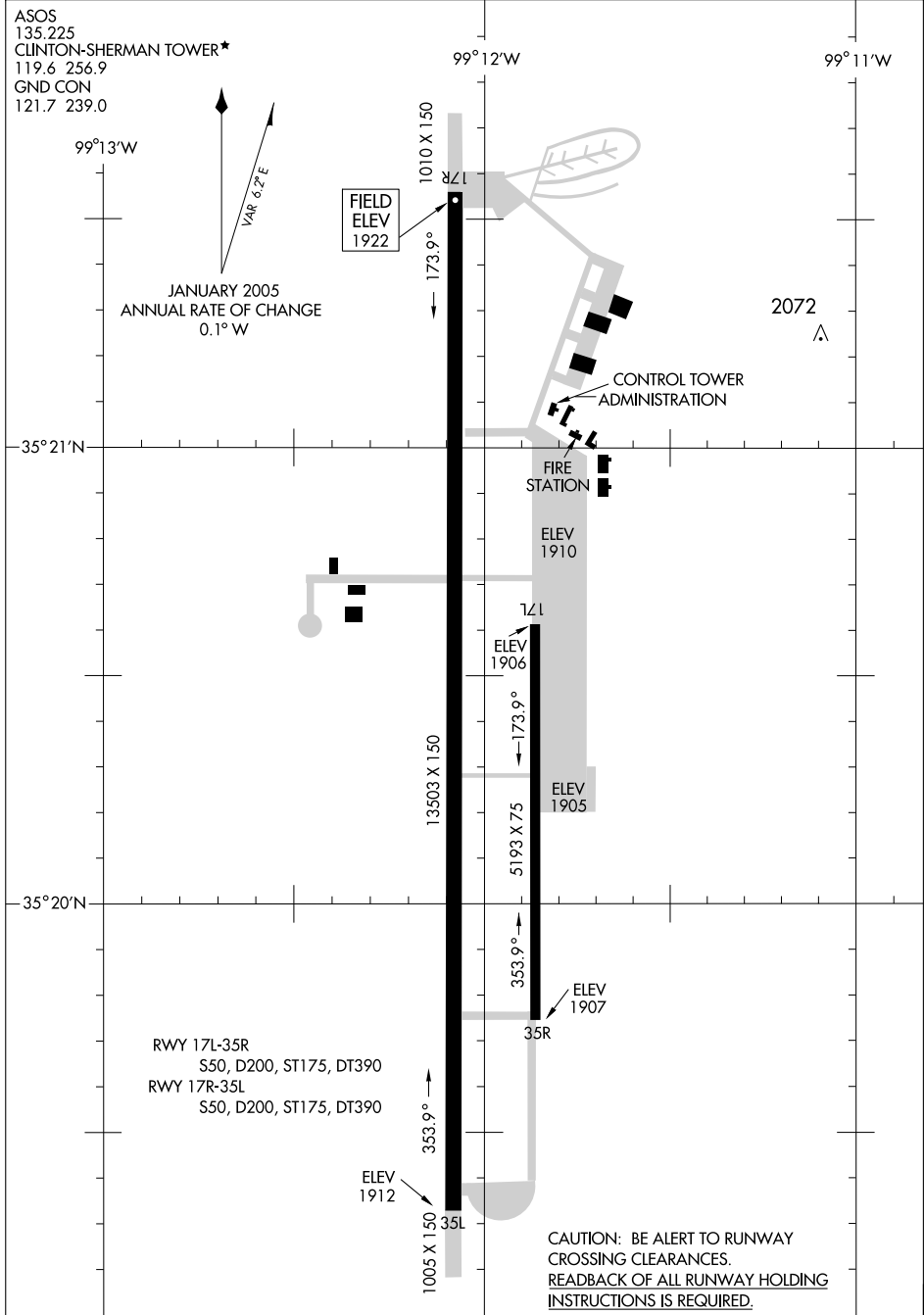
029° 4.9 NM  
from FAF

| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| CIRCLING | 2280-1<br>665 (700-1) | 2280-1¼<br>665 (700-1¼) | 2280-1¾<br>665 (700-1¾) | NA |

# AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)  
CLINTON, OKLAHOMA



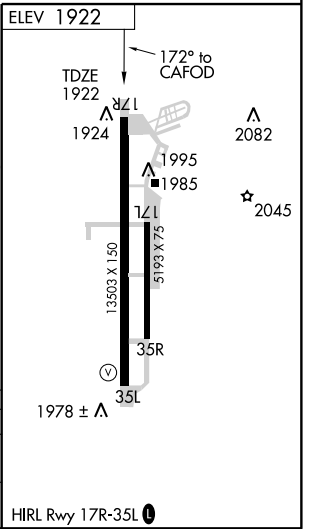
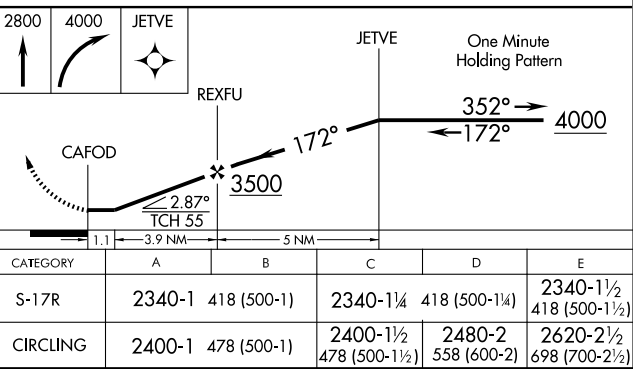
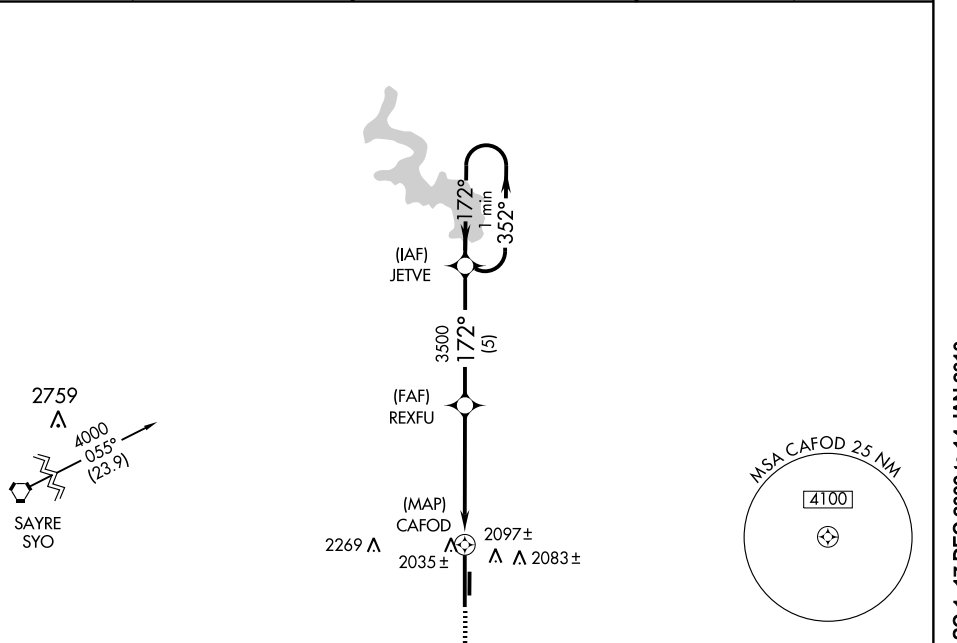
▼

NA

Circling not authorized east of Rwy 17R-35L.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4000 direct JETVE and hold.

|                 |                                    |   |                        |                  |
|-----------------|------------------------------------|---|------------------------|------------------|
| ASOS<br>135.225 | FORT WORTH CENTER<br>128.4 269.375 | CLINTON-SHERMAN TOWER ★<br>119.6 (CTAF) 256.9 | GND CON<br>121.7 239.0 | UNICOM<br>122.95 |
|-----------------|------------------------------------|---|------------------------|------------------|




SC-1.17 DEC 2009 to 14 JAN 2010

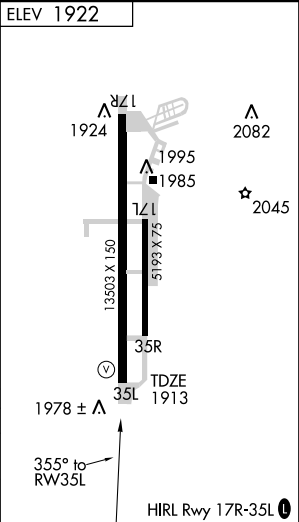
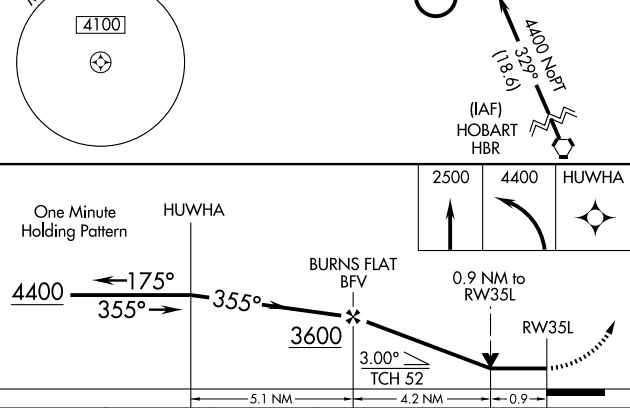
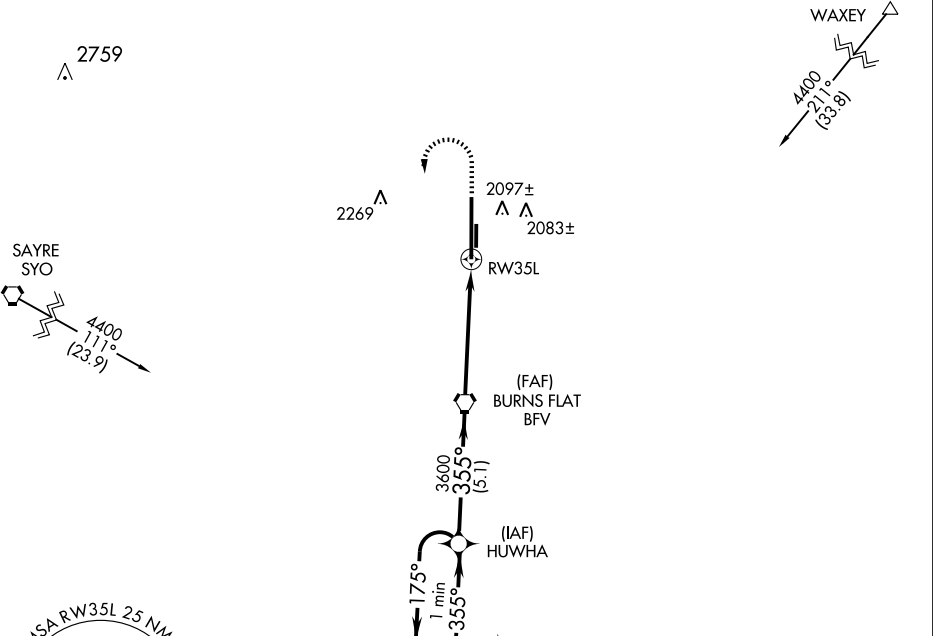
|         |          |       |
|---------|----------|-------|
| APP CRS | Rwy Idg  | 13503 |
| 355°    | TDZE     | 1913  |
|         | Apt Elev | 1922  |

GPS RWY 35L

CLINTON-SHERMAN (CSM)

|  |  |   |
|--|--|---|
|  NA | Circling not authorized east of Rwy 17R-35L. | MISSED APPROACH: Climb to 2500 then climbing left turn to 4400 direct HUWHA and hold. |
|--|--|---|

|                 |                                    |   |                        |                  |
|-----------------|------------------------------------|---|------------------------|------------------|
| ASOS<br>135.225 | FORT WORTH CENTER<br>128.4 269.375 | CLINTON-SHERMAN TOWER ★<br>119.6 (CTAF) 0 256.9 | GND CON<br>121.7 239.0 | UNICOM<br>122.95 |
|-----------------|------------------------------------|---|------------------------|------------------|



| CATEGORY | A                  | B                  | C                    | D                  | E                    |
|----------|--------------------|--------------------|----------------------|--------------------|----------------------|
| S-35L    | 2240-1 327 (400-1) |                    |                      |                    | 2240-1¼ 327 (400-1¼) |
| CIRCLING | 2340-1 418 (500-1) | 2380-1 458 (500-1) | 2380-1½ 458 (500-1½) | 2480-2 558 (600-2) | 2620-2½ 698 (700-2½) |

|                                |                  |   |
|--------------------------------|------------------|---|
| VORTAC BFV<br>110.0<br>Chan 37 | APCH CRS<br>174° | Rwy ldg 13,503<br>TDZE 1922<br>Arpt Elev 1922 |
|--------------------------------|------------------|---|

JAL-778 [USAF]

CLINTON-SHERMAN (KCSM)



Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

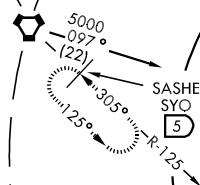
FORT WORTH CENTER  
128.4 269.375

CLINTON-SHERMAN TOWER ★  
119.6 256.9

GND CON  
121.7 239.0

† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE  
115.2 SYO  
Chan 99

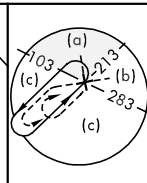


A 2654

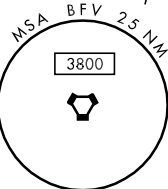
2259

All terminal routes are  
to BFV VORTAC

BURNS FLAT  
110.0 BFV  
Chan 37



5000  
217°  
(30)

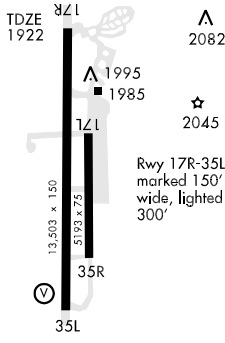
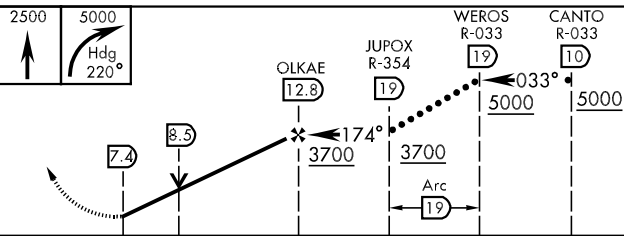


HOBART

ELEV 1922

174° to VORTAC

EMERG SAFE ALT 100 NM 4800



| CATEGORY   | C                             | D                             | E                             |
|------------|-------------------------------|-------------------------------|-------------------------------|
| S-17R †    | 2340-1 1/4<br>418 (500-1 1/4) | 2340-1 1/2<br>418 (500-1 1/2) | 2340-1 1/2<br>418 (500-1 1/2) |
| CIRCLING † | 2400-1 1/2<br>478 (500-1 1/2) | 2480-2<br>558 (600-2)         | 2620-2 1/2<br>698 (700-2 1/2) |

HIRL Rwy 17R-35L 0

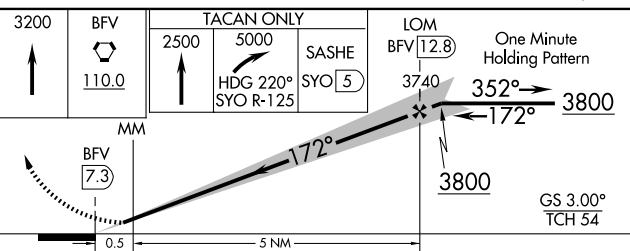
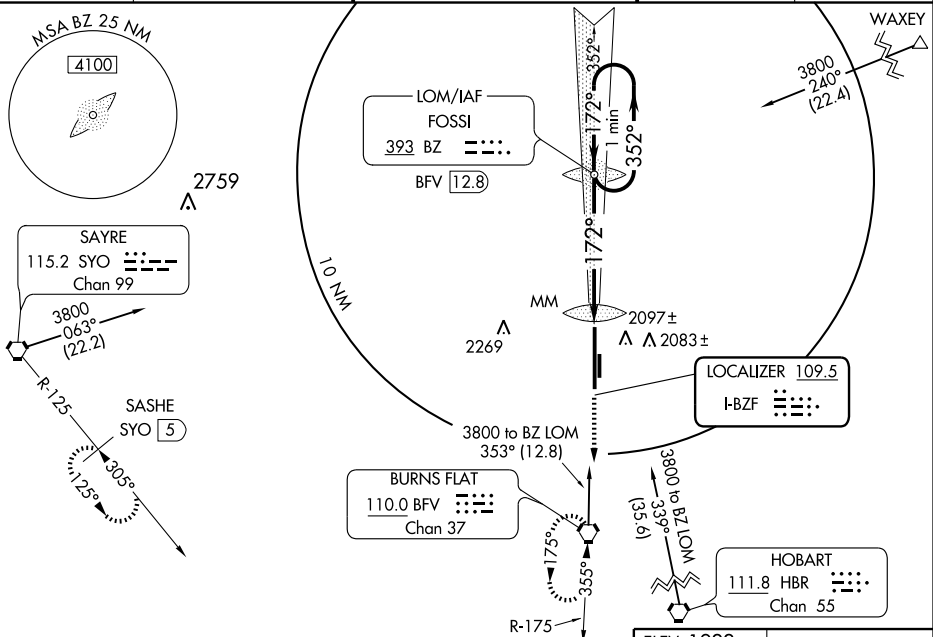
ILS or LOC RWY 17R  
CLINTON-SHERMAN (CSM)

|              |             |              |                             |
|--------------|-------------|--------------|-----------------------------|
| LOC I-BZF    | APP CRS     | Rwy Idg TDZE | <b>13503</b><br><b>1922</b> |
| <b>109.5</b> | <b>172°</b> | Apt Elev     | <b>1922</b>                 |

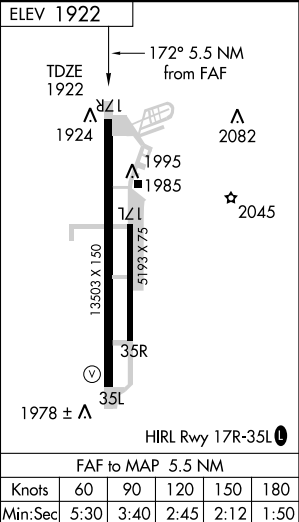
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

|                        |   |  |                               |                         |
|------------------------|---|--|-------------------------------|-------------------------|
| ASOS<br><b>135.225</b> | FORT WORTH CENTER<br><b>128.4 269.375</b> | CLINTON-SHERMAN TOWER ★<br><b>119.6 (CTAF) 256.9</b> | GND CON<br><b>121.7 239.0</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------------|-------------------------|



| CATEGORY                          | A                  | B                          | C                          | D                          | E |
|-----------------------------------|--------------------|----------------------------|----------------------------|----------------------------|---|
| S-ILS 17R                         |                    | 2122-3/4                   | 200 (200-3/4)              |                            |   |
| S-LOC 17R                         |                    | 2240-1                     | 318 (400-1)                |                            |   |
| CIRCLING                          | 2400-1 478 (500-1) | 2400-1 1/2 478 (500-1 1/2) | 2480-2 558 (600-2)         | 2620-2 1/2 698 (700-2 1/2) |   |
| HOBART ALTIMETER SETTING MINIMUMS |                    |                            |                            |                            |   |
| S-ILS 17R                         |                    | 2223-3/4                   | 301 (400-3/4)              |                            |   |
| S-LOC 17R                         | 2340-1 418 (500-1) | 2340-1 1/4 418 (500-1 1/4) | 2340-1 1/2 418 (500-1 1/2) |                            |   |
| CIRCLING                          | 2500-1 578 (600-1) | 2500-1 1/2 578 (600-1 1/2) | 2500-2 578 (600-2)         | 2740-3 818 (900-3)         |   |



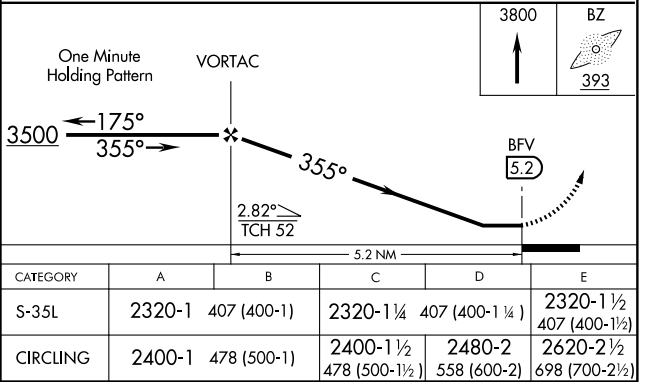
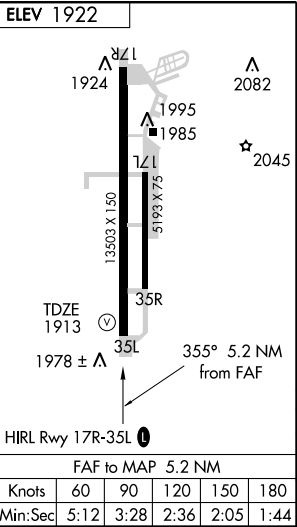
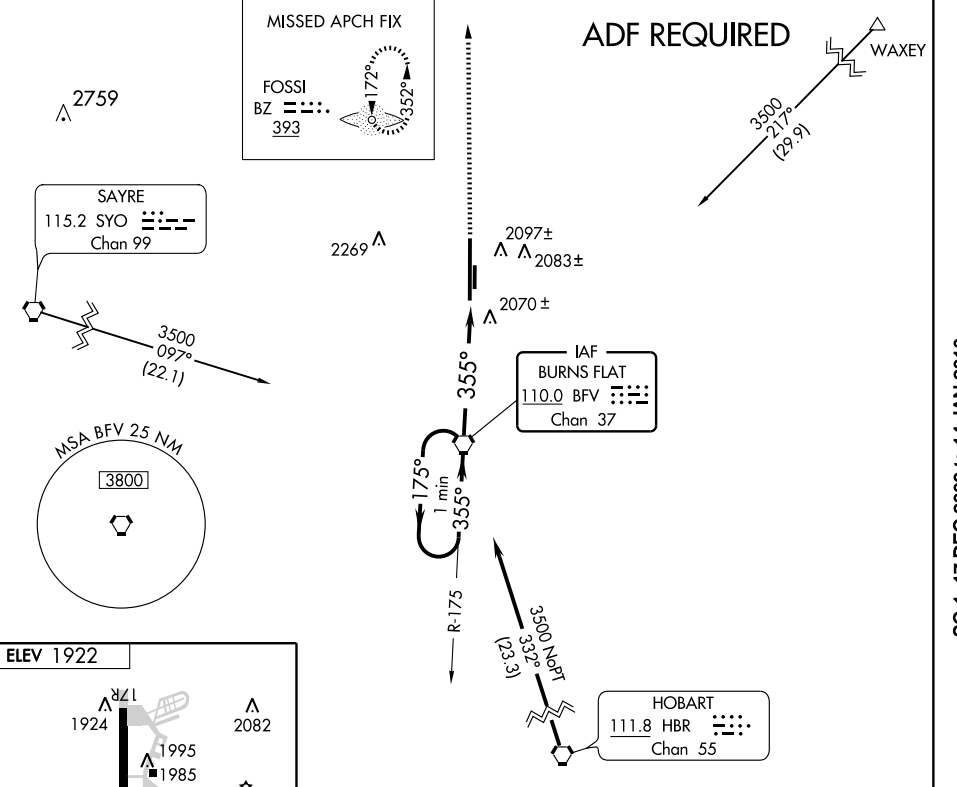
⚠

⚠

Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

|                 |                                    |   |                        |                  |
|-----------------|------------------------------------|---|------------------------|------------------|
| ASOS<br>135.225 | FORT WORTH CENTER<br>128.4 269.375 | CLINTON-SHERMAN TOWER ★<br>119.6 (CTAF) 0 256.9 | GND CON<br>121.7 239.0 | UNICOM<br>122.95 |
|-----------------|------------------------------------|---|------------------------|------------------|



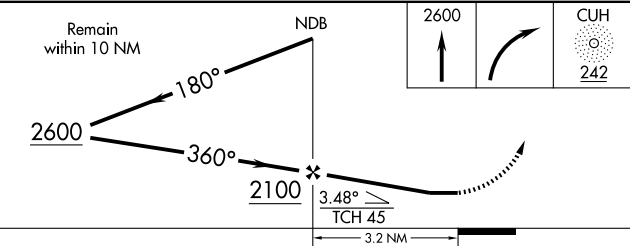
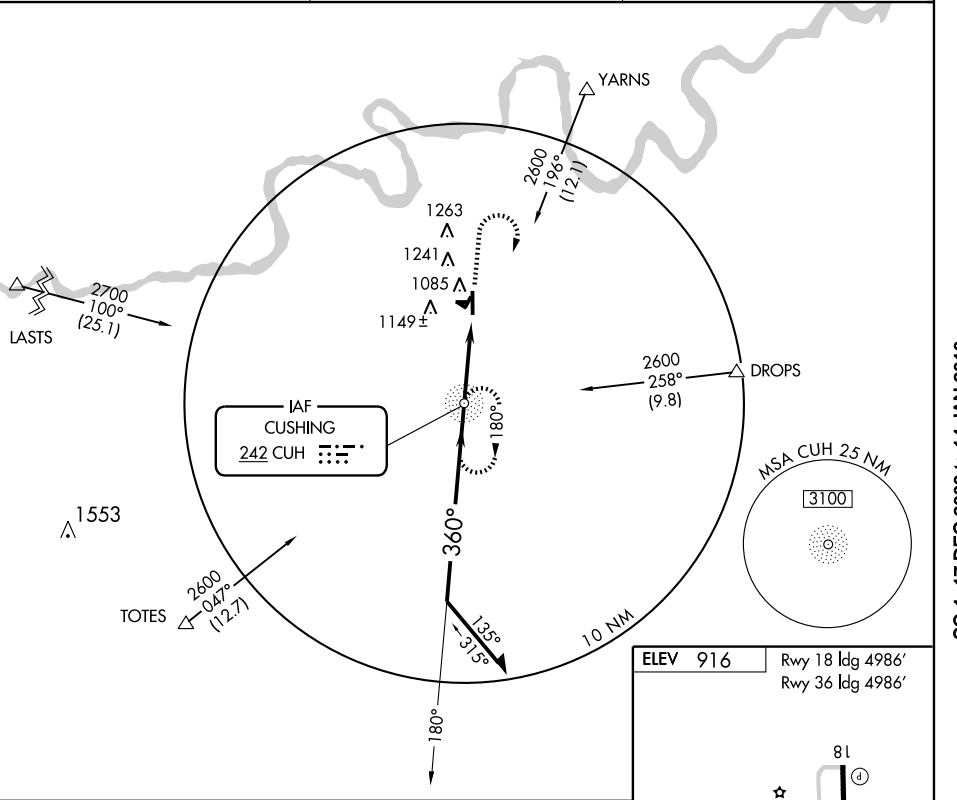
▼

▲

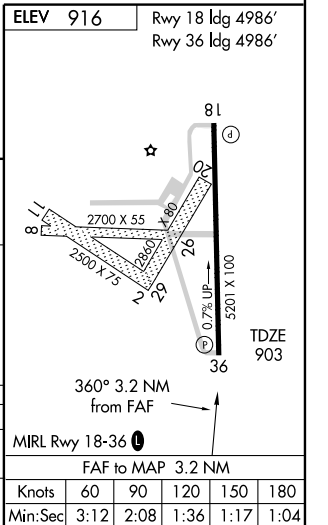
If local altimeter setting not received, use Chandler  
Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

|                  |                                   |                          |
|------------------|-----------------------------------|--------------------------|
| AWOS-3<br>118.25 | KANSAS CITY CENTER<br>128.3 291.7 | UNICOM<br>122.8 (CTAF) 0 |
|------------------|-----------------------------------|--------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-36     | 1460-1 | 557 (600-1) | 1460-1½<br>557 (600-1½) | NA |
| CIRCLING | 1600-1 | 684 (700-1) | 1600-2<br>684 (700-2)   | NA |



▼

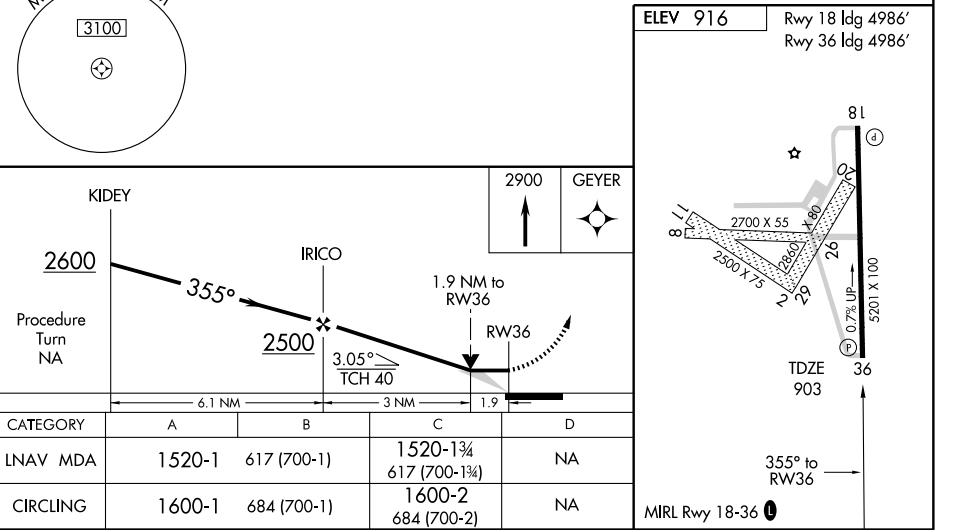
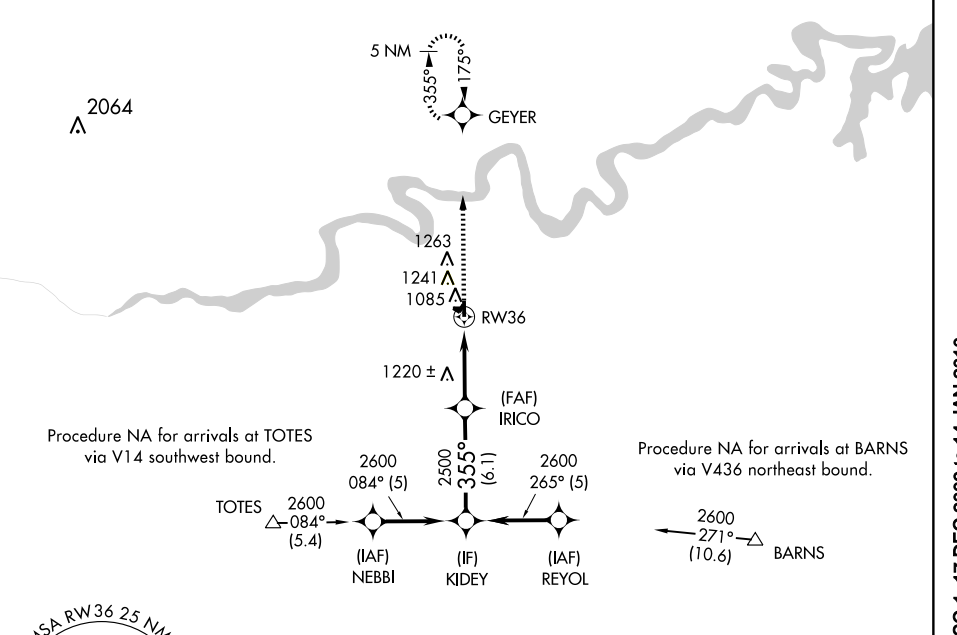
If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

▲

VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2900 direct GEYER and hold.

|                  |                                   |                        |
|------------------|-----------------------------------|------------------------|
| AWOS-3<br>118.25 | KANSAS CITY CENTER<br>128.3 291.7 | UNICOM<br>122.8 (CTAF) |
|------------------|-----------------------------------|------------------------|

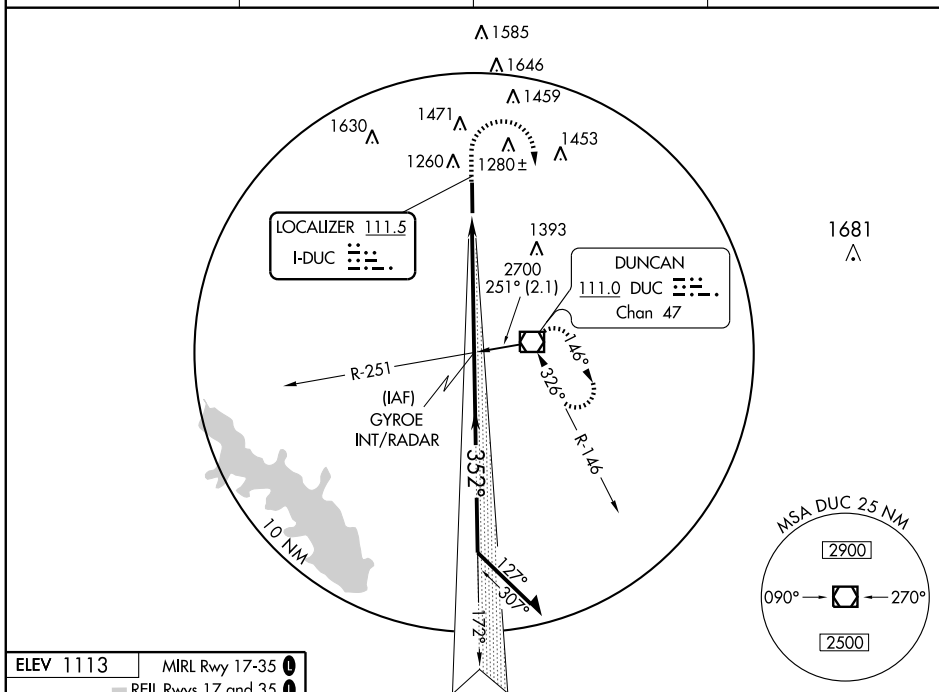


|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-DUC<br><b>111.5</b> | APP CRS<br><b>352°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6650</b><br><b>1097</b><br><b>1113</b> |
|---------------------------|------------------------|-----------------------------|---|

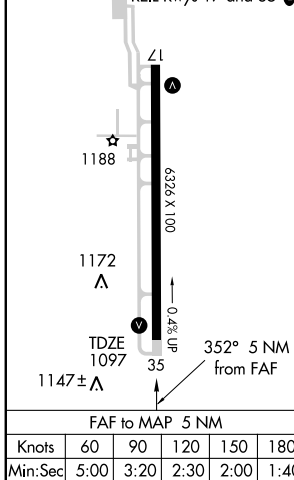
## LOC RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

|   |   |  |                               |
|---|---|--|-------------------------------|
| If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting. |   | MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold. |                               |
| AWOS-3<br><b>119.075</b>  | FORT SILL APP CON<br><b>118.6 290.375</b> | CLNC DEL<br><b>118.4</b>   | UNICOM<br><b>122.8 (CTAF)</b> |



|           |                    |
|-----------|--------------------|
| ELEV 1113 | MIRL Rwy 17-35     |
|           | REIL Rws 17 and 35 |



| 2000  3000  DUC  111.0                      |                       | GYROE INT RADAR  172°  2700  352°  2700 |                         | Remain within 10 NM                    |  |
|---|-----------------------|---|-------------------------|--|--|
| 5 NM  |                       | ≤ 2.94° TCH 54                          |                         | VGS and descent angles not coincident. |  |
| CATEGORY                                    | A                     | B                                       | C                       | D                                      |  |
| S-35  | 1520-1                | 423 (500-1)                             | 1520-1¼                 | 423 (500-1¼)                           |  |
| CIRCLING                                    | 1560-1<br>447 (500-1) | 1580-1<br>467 (500-1)                   | 1580-1½<br>467 (500-1½) | 1840-2¼<br>727 (800-2¼)                |  |
| HENRY POST AAF, FT. SILL ALTIMETER MINIMUMS |                       |   |                         |  |  |
| S-35  | 1600-1                | 503 (500-1)                             | 1600-1½                 | 503 (500-1½)                           |  |
| CIRCLING                                    | 1640-1                | 527 (600-1)                             | 1640-1½<br>527 (600-1½) | 1900-2½<br>787 (800-2½)                |  |

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>172°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6650</b><br><b>1113</b><br><b>1113</b> |
|------------------------|-----------------------------|---|

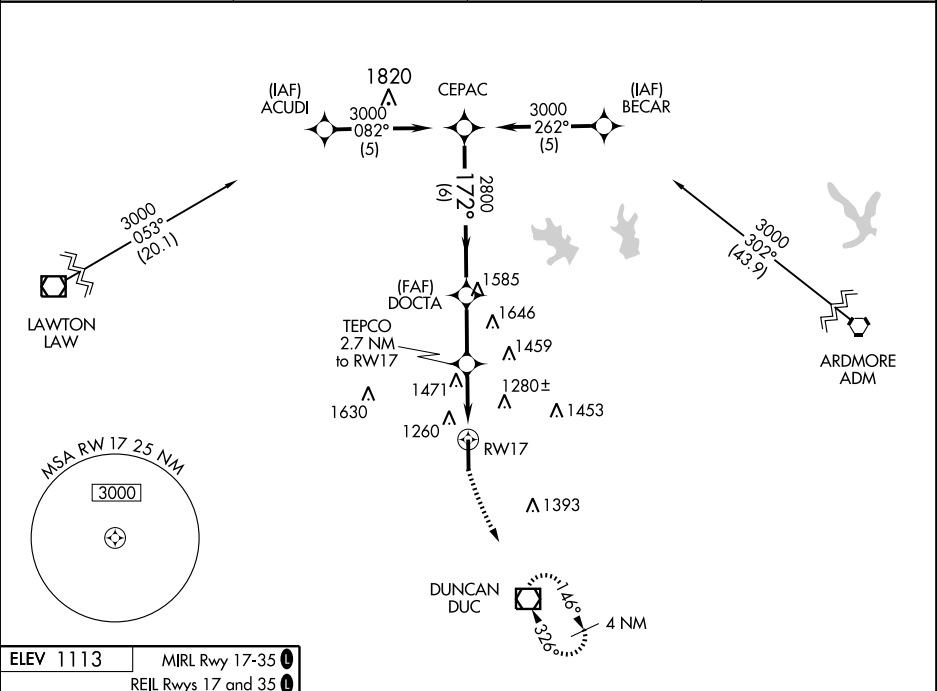
# RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

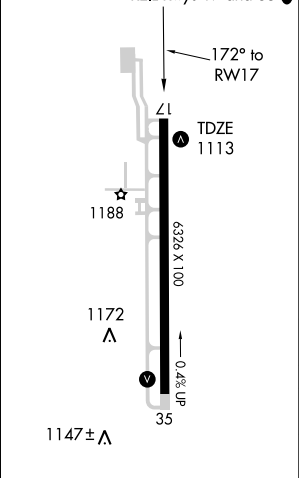
**NA** If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.




**MISSED APPROACH:** Climbing left turn to 3000 direct DUNCAN VOR/DME and hold.

|                          |   |                          |                                 |
|--------------------------|---|--------------------------|---------------------------------|
| AWOS-3<br><b>119.075</b> | FORT SILL APP CON<br><b>118.6 290.375</b> | CLNC DEL<br><b>118.4</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|---|--------------------------|---------------------------------|



|           |                  |
|-----------|------------------|
| ELEV 1113 | MIRL Rwy 17-35 1 |
|-----------|------------------|



|   |   |   |   |                         |
|---|---|---|---|-------------------------|
| 3000  | DUC   | *2020 when using Henry Post AAF, Fort Sill altimeter setting. |   | CEPAC                   |
|  |  |   |   |                         |
|  |   | TEPCO<br>2.7 NM<br>to RW17                                    | DOCTA                                   | 3000                    |
|   |   | *1960   | 2800                                    | Procedure<br>Turn<br>NA |
|   |   | 3.00°<br>TCH 43   | VGSi and descent angles not coincident. |                         |
| 2.7 NM  |   | 2.5 NM  | 6 NM                                    |                         |
| CATEGORY  | A   | B   | C                                       | D                       |
| LNAV MDA  | 1780-1  | 667 (700-1)   | 1780-1¾<br>667 (700-1¾)                 | 1780-2<br>667 (700-2)   |
| CIRCLING  | 1780-1  | 667 (700-1)   | 1780-1¾<br>667 (700-1¾)                 | 1840-2¼<br>727 (800-2¼) |
| HENRY POST AAF, FORT SILL ALTIMETER SETTING MINIMUMS                                |   |   |   |                         |
| LNAV MDA  | 1840-1  | 727 (800-1)   | 1840-2<br>727 (800-2)                   | 1840-2¼<br>727 (800-2¼) |
| CIRCLING  | 1840-1  | 727 (800-1)   | 1840-2<br>727 (800-2)                   | 1900-2½<br>787 (800-2½) |

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>352°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6650</b><br><b>1097</b><br><b>1113</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 35

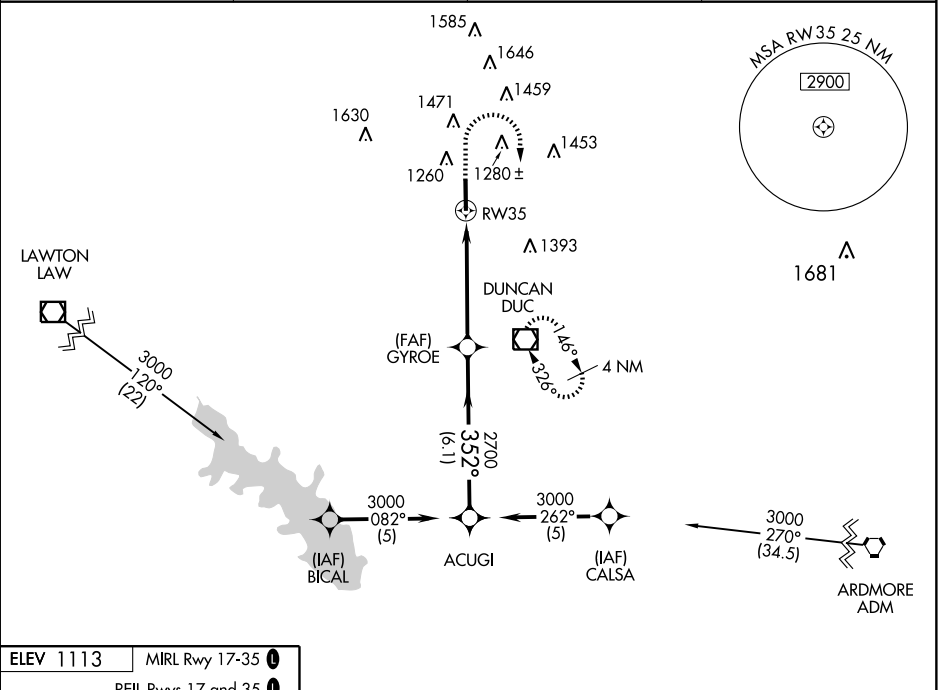
DUNCAN/ HALLIBURTON FIELD (DUC)

**▼** If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA.

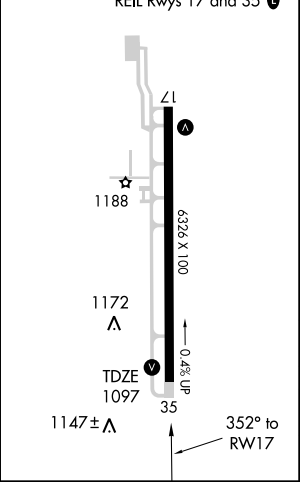
**▲** NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

|                          |   |                          |  |
|--------------------------|---|--------------------------|--|
| AWOS-3<br><b>119.075</b> | FORT SILL APP CON<br><b>118.6 290.375</b> | CLNC DEL<br><b>118.4</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|---|--------------------------|--|



|                             |                         |
|-----------------------------|-------------------------|
| ELEV 1113                   | MIRL Rwy 17-35 <b>1</b> |
| REIL Rwy 17 and 35 <b>1</b> |                         |



|   |                       |  |                         |                         |
|---|-----------------------|--|-------------------------|-------------------------|
| *VDP NA with Henry Post AAF, Fort Sill altimeter setting. |                       |  |                         |                         |
| ACUGI   |                       | GYROE                                  |                         | DUC                     |
| 3000  |                       | 2700                                   |                         | 1700                    |
| Procedure Turn NA   |                       | VGS and descent angles not coincident. |                         | 3000                    |
| 352°  |                       | 3.02° TCH 44                           |                         | DUC                     |
| 6.1 NM  |                       | 3.4 NM                                 |                         |                         |
| 1.5 NM to RW35  |                       | 1.5 NM                                 |                         |                         |
| CATEGORY  | A                     | B                                      | C                       | D                       |
| LNAV MDA  | 1520-1                | 423 (500-1)                            | 1520-1½                 | 423 (500-1½)            |
| CIRCLING  | 1540-1<br>427 (500-1) | 1580-1<br>467 (500-1)                  | 1580-1½<br>467 (500-1½) | 1840-2½<br>727 (800-2½) |
| HENRY POST AAF, FT. SILL ALTIMETER SETTING MINIMUMS       |                       |  |                         |                         |
| LNAV MDA  | 1600-1                | 503 (500-1)                            | 1600-1½                 | 503 (500-1½)            |
| CIRCLING  | 1600-1<br>487 (500-1) | 1640-1<br>527 (600-1)                  | 1640-1½<br>527 (600-1½) | 1900-2½<br>787 (800-2½) |

VOR/DME DUC  
111.0  
Chan 47

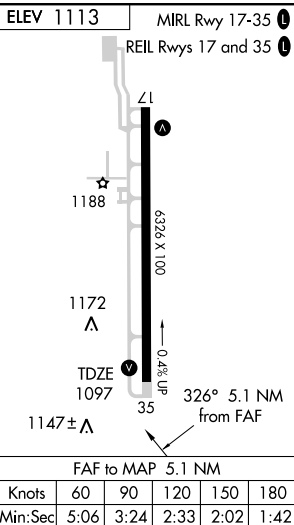
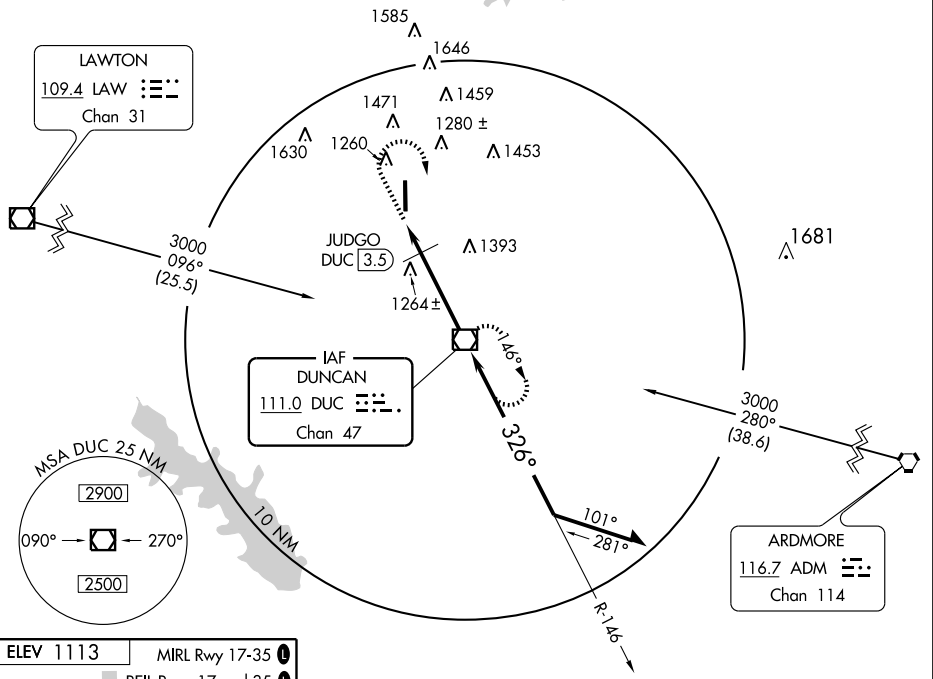
APP CRS  
326°

Rwy Idg  
6650  
TDZE  
1097  
Apt Elev  
1113

When local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting and increase all MDAs 80 feet and visibility S-35 Cat D ¼ mile, DME S-35 Cat C/D ¼ mile and circling Cat D ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

|                   |                                    |                   |                          |
|-------------------|------------------------------------|-------------------|--------------------------|
| AWOS-3<br>119.075 | FORT SILL APP CON<br>118.6 290.375 | CLNC DEL<br>118.4 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|------------------------------------|-------------------|--------------------------|



1700

↑

3000

↗

DUC

111.0

\*1600 when using Ft. Sill altimeter setting.

VOR/DME

Remain within 10 NM

DUC

5.1

JUDGO DUC

3.5

326°

326°

2800

2800

\*1520

≤ 3.08°

TCH 44

VGSI and descent angles not coincident.

1.6 NM

3.5 NM

| CATEGORY | A                     | B                     | C                       | D                       |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-35     | 1520-1                | 423 (500-1)           | 1520-1¼                 | 423 (500-1¼)            |
| CIRCLING | 1540-1<br>427 (500-1) | 1580-1<br>467 (500-1) | 1580-1½<br>467 (500-1½) | 1840-2¼<br>727 (800-2¼) |

JUDGO FIX MINIMUMS

|          |                       |                       |                         |
|----------|-----------------------|-----------------------|-------------------------|
| S-35     | 1460-1                | 363 (400-1)           | 1460-1¼<br>363 (400-1¼) |
| CIRCLING | 1540-1<br>427 (500-1) | 1580-1<br>467 (500-1) | 1580-1½<br>467 (500-1½) |

1840-2¼

727 (800-2¼)

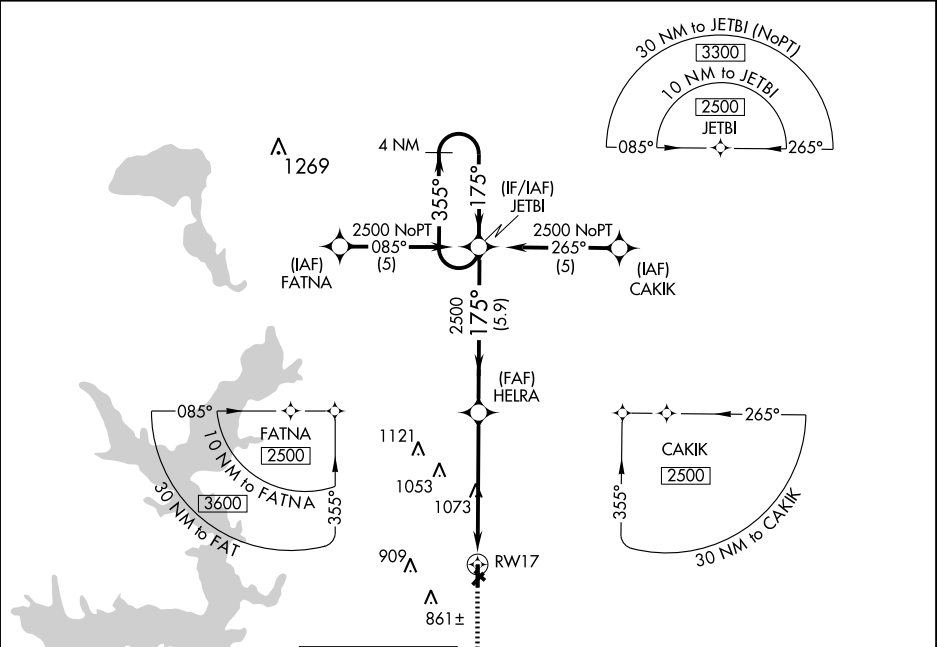
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 175°    | TDZE     | 698  |
|         | Apt Elev | 698  |

RNAV (GPS) RWY 17

DURANT/ EAKER FIELD (DUA)

|     |  |  |
|-----|--|--|
| ANA | Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2500 direct ZEGRA WP and hold. |
|-----|--|--|

|                   |                                   |                          |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3<br>124.175 | FORT WORTH CENTER<br>124.75 377.1 | UNICOM<br>122.8 (CTAF) 1 |
|-------------------|-----------------------------------|--------------------------|



|                    |  |               |            |       |          |                      |
|--------------------|--|---------------|------------|-------|----------|----------------------|
| ELEV 698           | MISSED APCH FIX<br>ZEGRA<br>355°<br>175°<br>4 NM |               |            |       |          |                      |
| 175° to RW17       | 2500   | ZEGRA         | *LNAV only | HELRA | JETBI    | 4 NM Holding Pattern |
| TDZE 698           | RW17   | 2 NM* to RW17 | 175°       | 2500  | 355°     | 175°                 |
| 853                | 2 NM   | 3.4 NM        | 5.9 NM     | 2500  | GS 3.00° | TCH 45               |
| 763±               | 35   | 35            | 35         | 35    | 35       | 35                   |
| REIL Rwy 17 and 35 | CATEGORY   |               |            |       |          |                      |
| MIRL Rwy 17-35 1   | GLS PA DA  |               |            |       |          |                      |
|                    | LNAV/VNAV DA                                     |               |            |       |          |                      |
|                    | LNAV MDA   |               |            |       |          |                      |
|                    | CIRCLING   |               |            |       |          |                      |

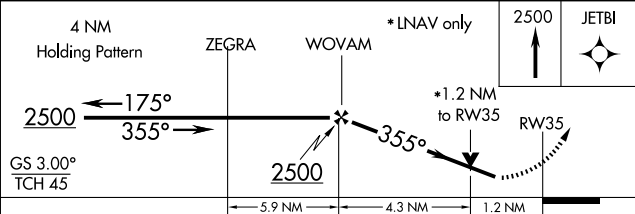
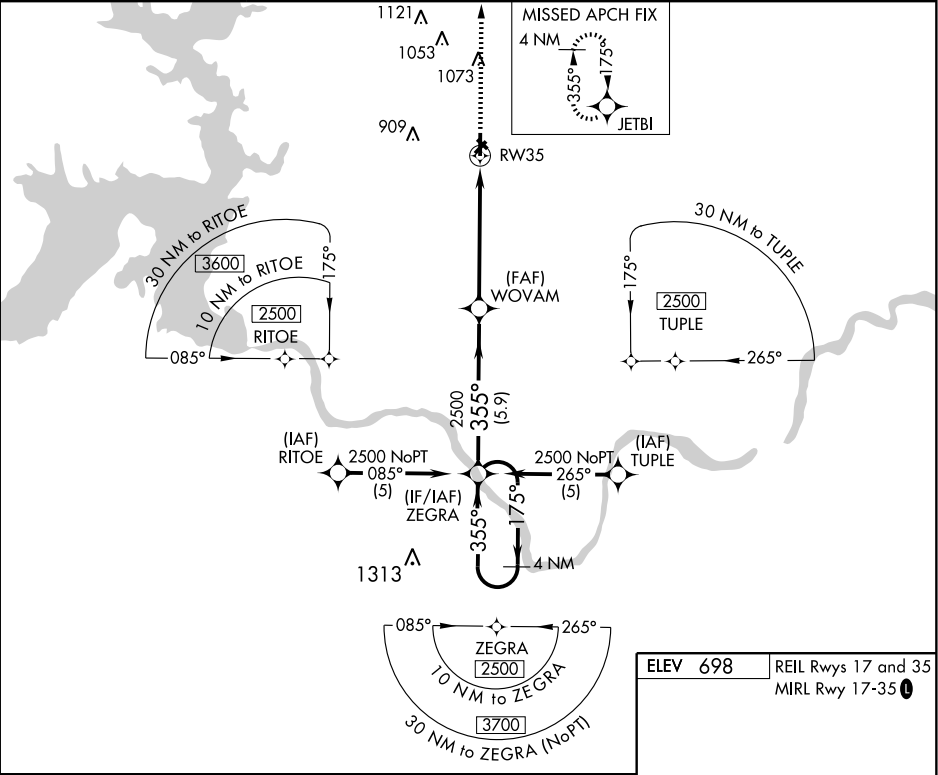
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 355°    | TDZE     | 695  |
|         | Apt Elev | 698  |

RNAV (GPS) RWY 35

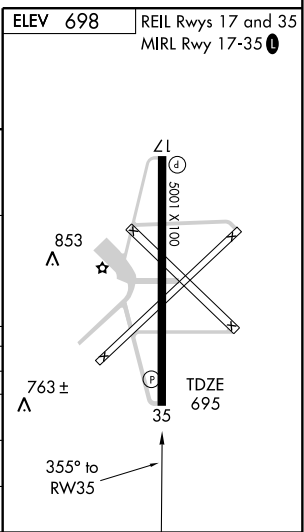
DURANT/ EAKER FIELD (DUA)

|      |  |  |
|------|--|--|
| ▲ NA | If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet and Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. Baro-VNAV NA below -16°C (4°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2500 direct JETBI WP and hold. |
|------|--|--|

|                   |                                   |                          |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3<br>124.175 | FORT WORTH CENTER<br>124.75 377.1 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|-----------------------------------|--------------------------|



| CATEGORY     | A                    | B            | C                    | D  |
|--------------|----------------------|--------------|----------------------|----|
| GLS PA DA    | NA                   |              |                      |    |
| LNAV/VNAV DA | 1020-1¼ 325 (400-1¼) |              |                      | NA |
| LNAV MDA     | 1100-1               | 405 (500-1)  | 1100-1¼ 405 (500-1¼) | NA |
| CIRCLING     | 1220-1¼              | 522 (600-1¼) | 1220-1½ 522 (600-1½) | NA |





If local altimeter setting not received, use Ardmore

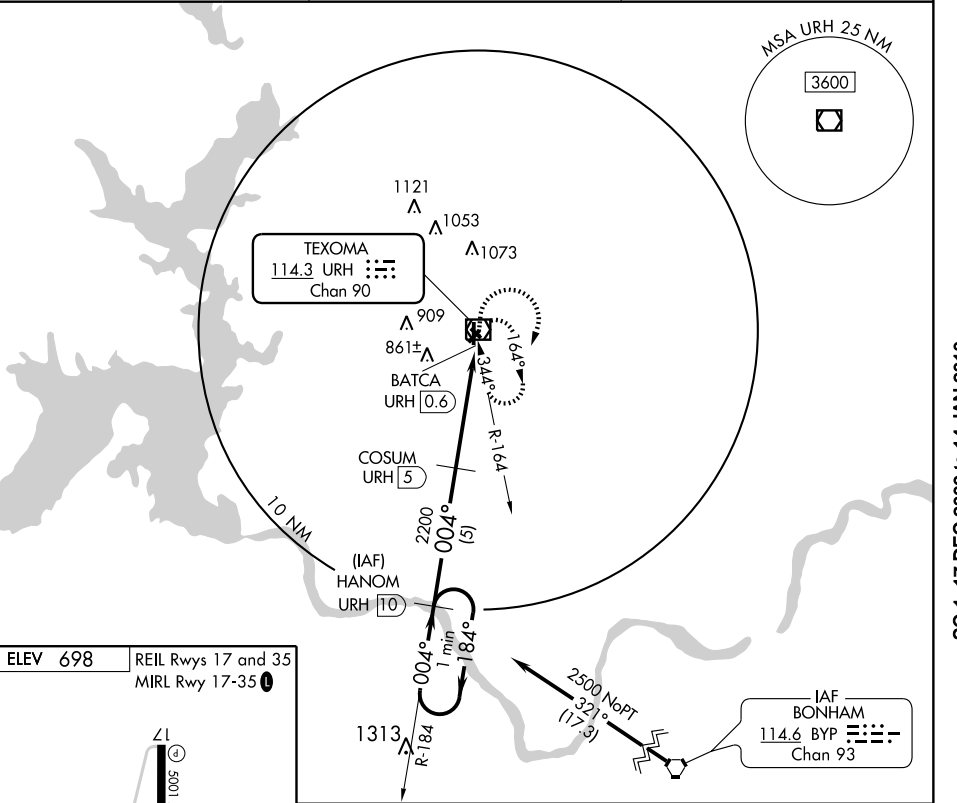
Muni altimeter setting and increase all MDAs 100 feet.

VDP NA when using Ardmore Muni altimeter setting.

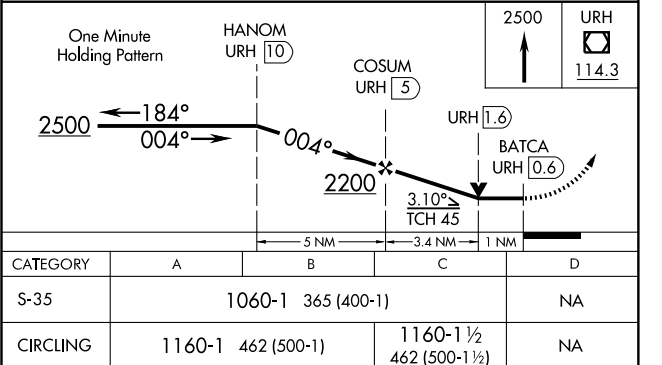
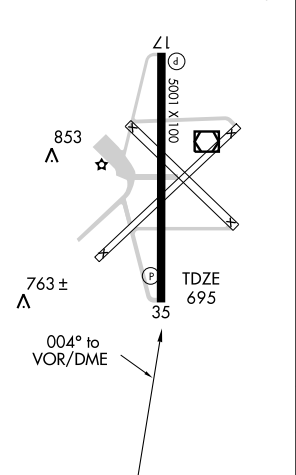
MISSED APPROACH: Climb to 2500 in URH VOR/DME

holding pattern.

|         |                   |                |
|---------|-------------------|----------------|
| AWOS-3  | FORT WORTH CENTER | UNICOM         |
| 124.175 | 124.75 377.1      | 122.8 (CTAF) 0 |

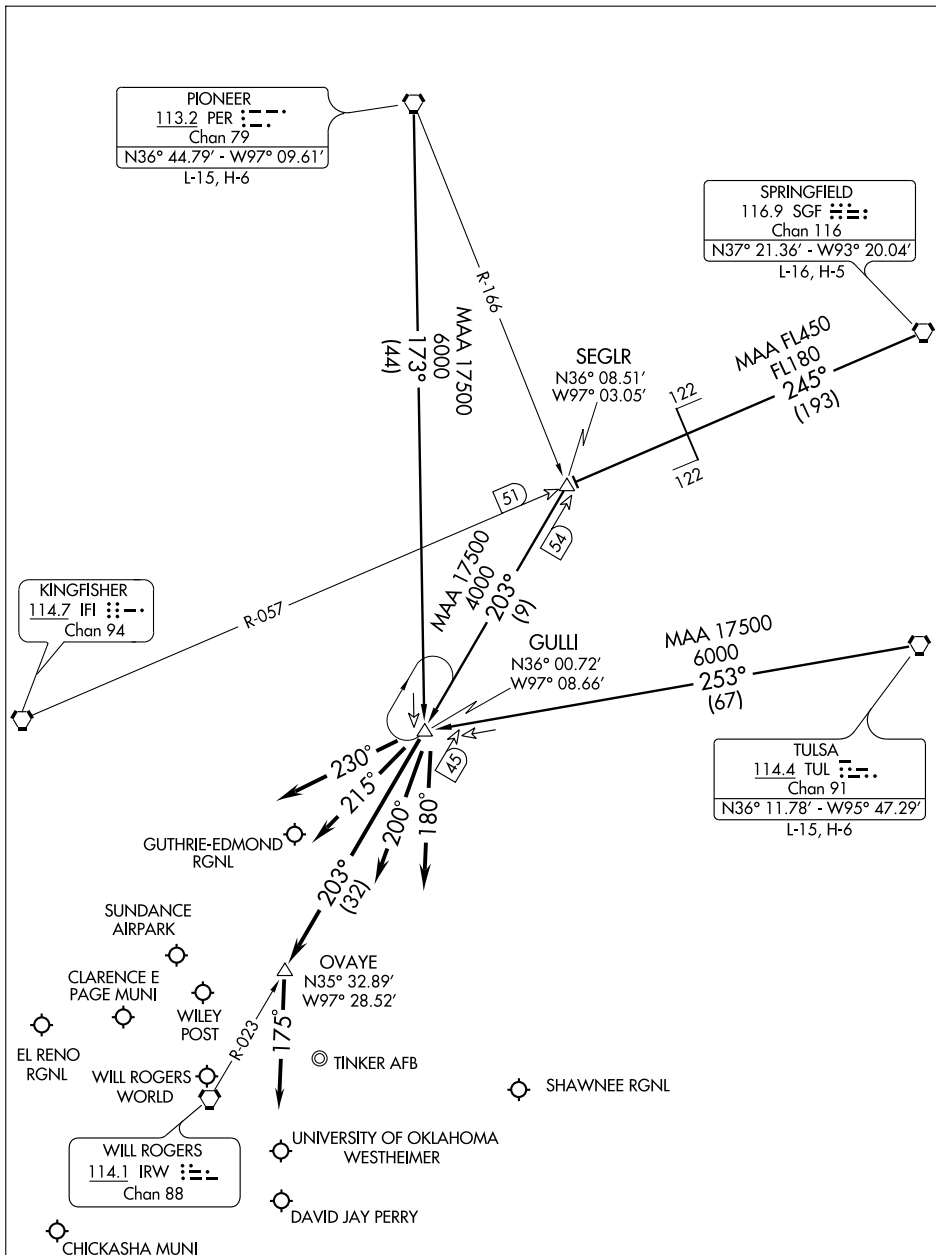


|          |                    |
|----------|--------------------|
| ELEV 698 | REIL Rwy 17 and 35 |
|          | MIRL Rwy 17-35 0   |



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

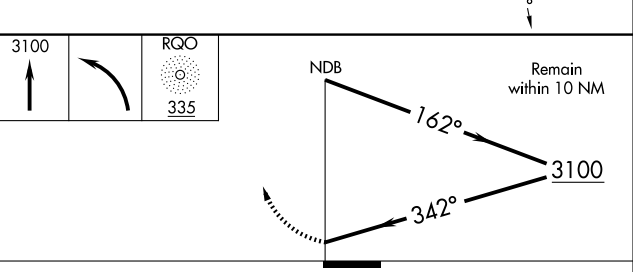
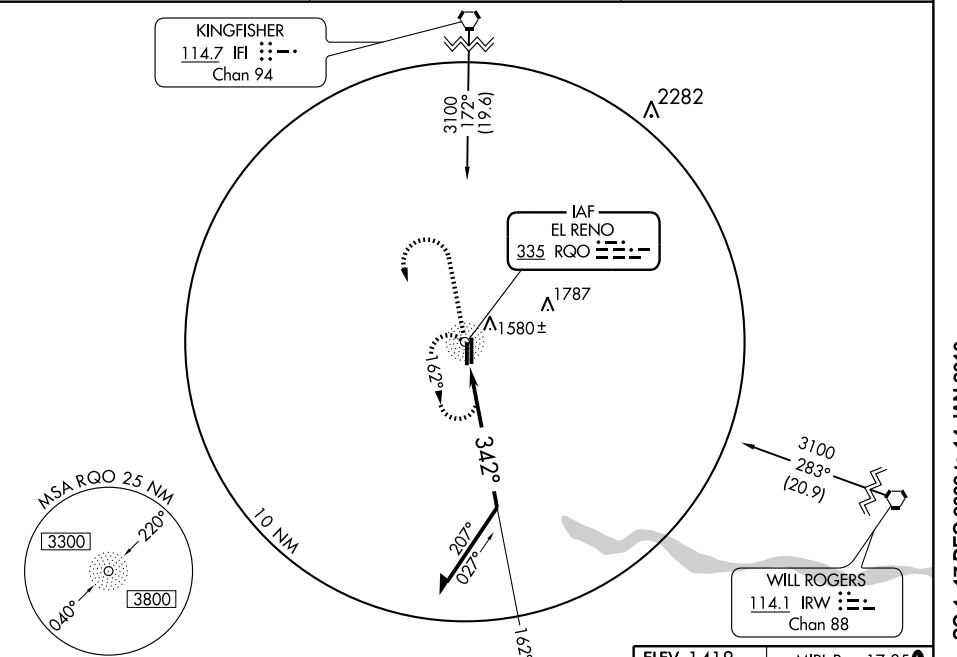
▼

NA

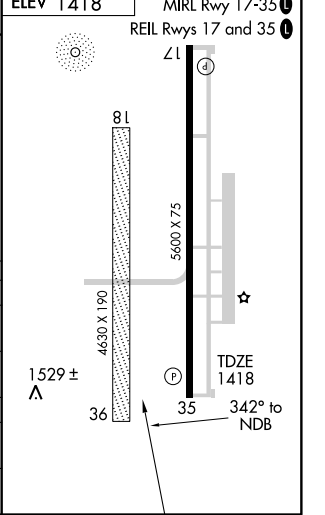
When local altimeter setting not received, use  
Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3100 then left turn direct  
RQO NDB and hold.

|                   |                                 |                        |
|-------------------|---------------------------------|------------------------|
| AWOS-3<br>118.475 | OKE CITY APP CON<br>124.6 266.8 | UNICOM<br>122.8 (CTAF) |
|-------------------|---------------------------------|------------------------|



| CATEGORY                              | A      | B           | C                       | D  |
|---------------------------------------|--------|-------------|-------------------------|----|
| S-35                                  | 1960-1 | 542 (600-1) | 1960-1½<br>542 (600-1½) | NA |
| CIRCLING                              | 1960-1 | 542 (600-1) | 1960-1½<br>542 (600-1½) | NA |
| WILEY POST ALTIMETER SETTING MINIMUMS |        |             |                         |    |
| S-35                                  | 2020-1 | 602 (700-1) | 2020-1¾<br>602 (700-1¾) | NA |
| CIRCLING                              | 2020-1 | 602 (700-1) | 2020-1¾<br>602 (700-1¾) | NA |

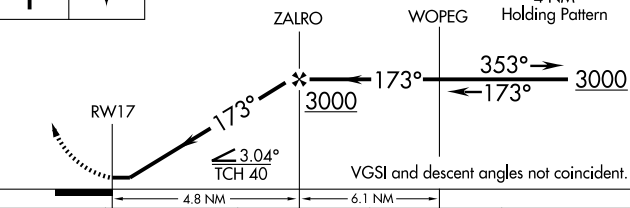
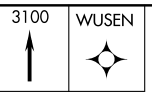
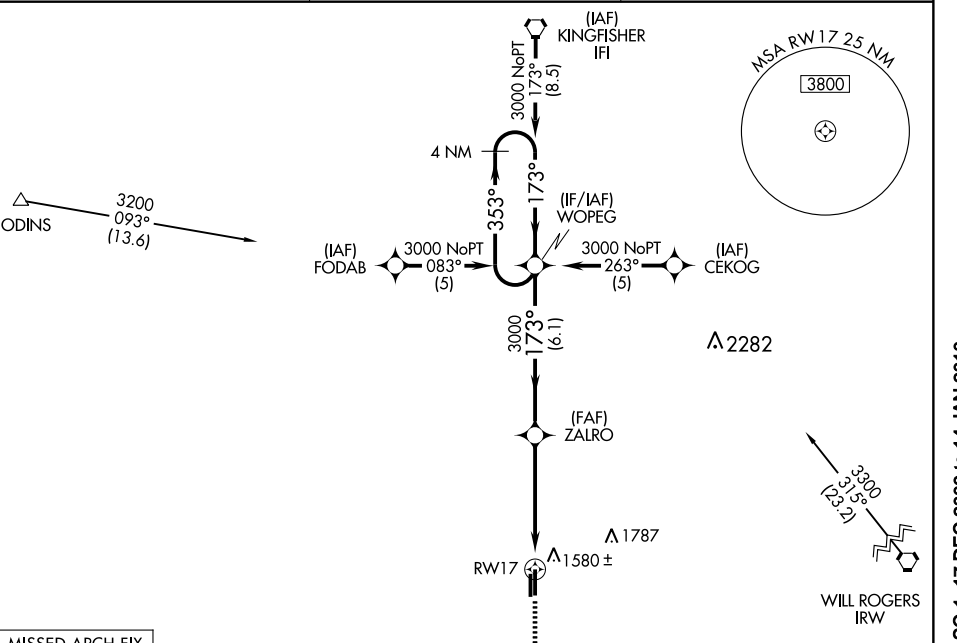


SC-1, 17 DEC 2009 to 14 JAN 2010

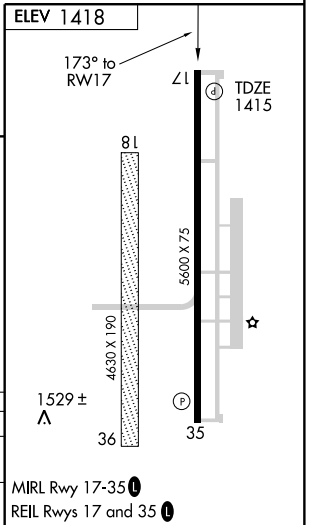
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>118.475</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



| CATEGORY | A                  | B | C                    | D  |
|----------|--------------------|---|----------------------|----|
| LNAV MDA | 1880-1 465 (500-1) |   | 1880-1¼ 465 (500-1¼) | NA |
| CIRCLING | 1940-1 522 (600-1) |   | 1940-1½ 522 (600-1½) | NA |



SC-1.17 DEC 2009 to 14 JAN 2010

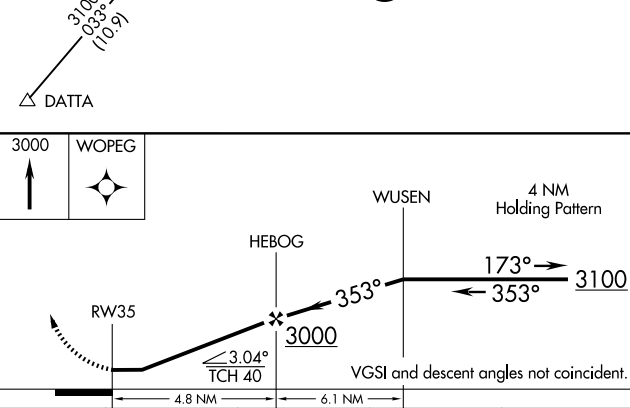
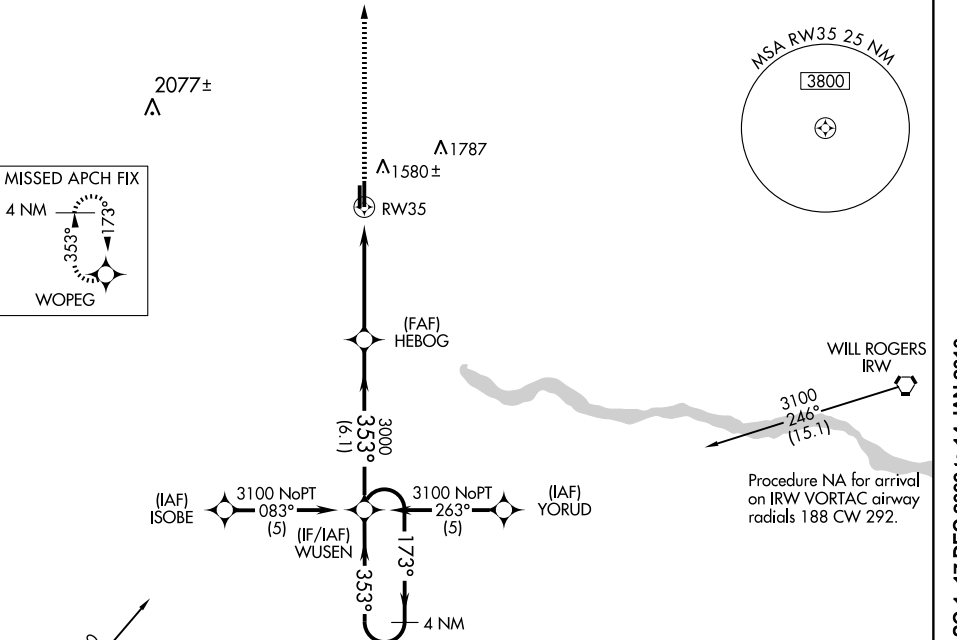
▼

▲

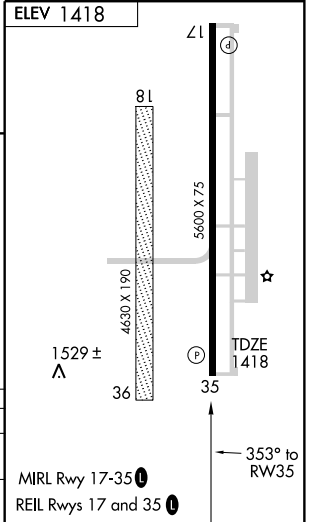
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Wiley Post  
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct  
WOPEG and hold.

|                   |                                 |                          |
|-------------------|---------------------------------|--------------------------|
| AWOS-3<br>118.475 | OKE CITY APP CON<br>124.6 266.8 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1820-1 | 402 (500-1) | 1820-1¼<br>402 (500-1¼) | NA |
| CIRCLING | 1940-1 | 522 (600-1) | 1940-1½<br>522 (600-1½) | NA |

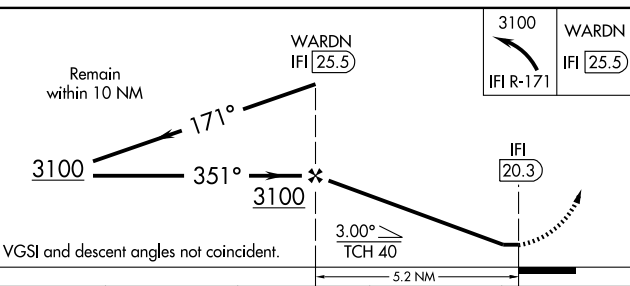
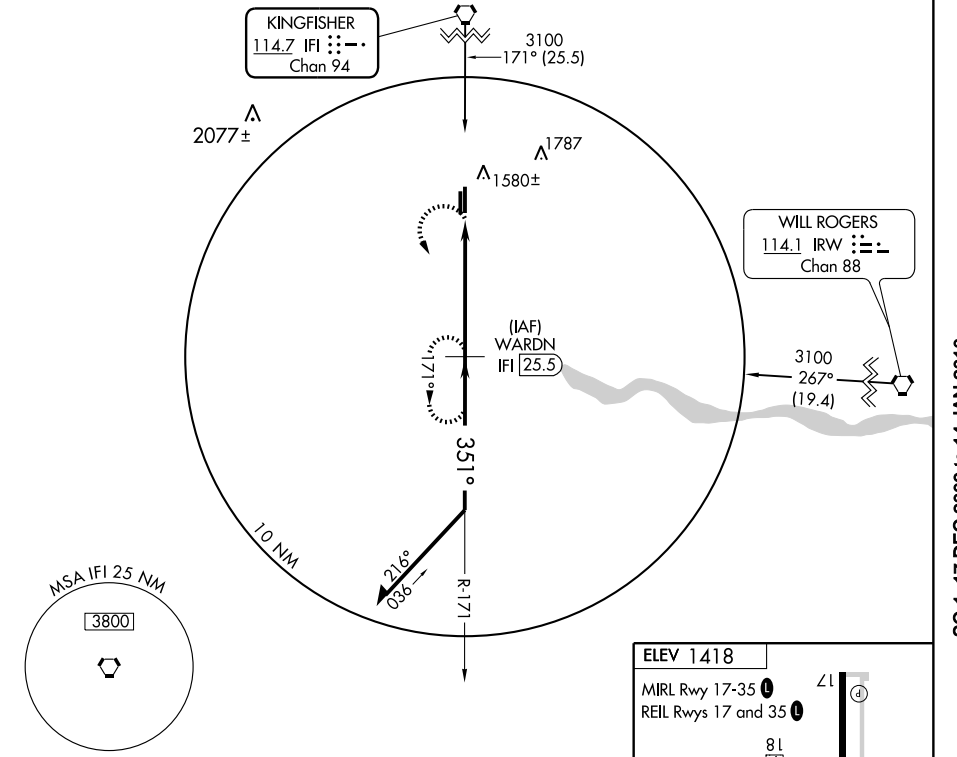


SC-1. 17 DEC 2009 to 14 JAN 2010

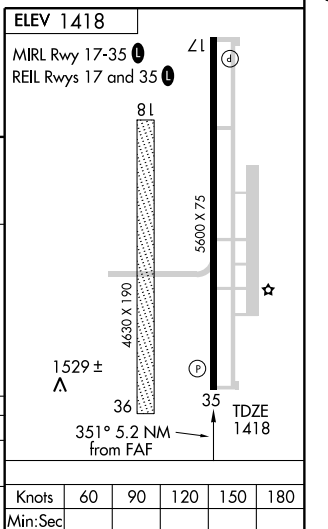
**V** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

**MISSED APPROACH:** Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

|                          |  |  |
|--------------------------|--|--|
| AWOS-3<br><b>118.475</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | UNICOM<br><b>122.8 (CTAF)</b> <b>1</b> |
|--------------------------|--|--|



| CATEGORY | A                     | B                       | C                     | D  |
|----------|-----------------------|-------------------------|-----------------------|----|
| S-35     | 2120-1<br>702 (800-1) | 2120-1¼<br>702 (800-1¼) | 2120-2<br>702 (800-2) | NA |
| CIRCLING | 2120-1<br>702 (800-1) | 2120-1¼<br>702 (800-1¼) | 2120-2<br>702 (800-2) | NA |

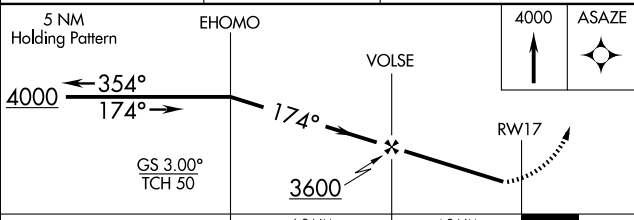
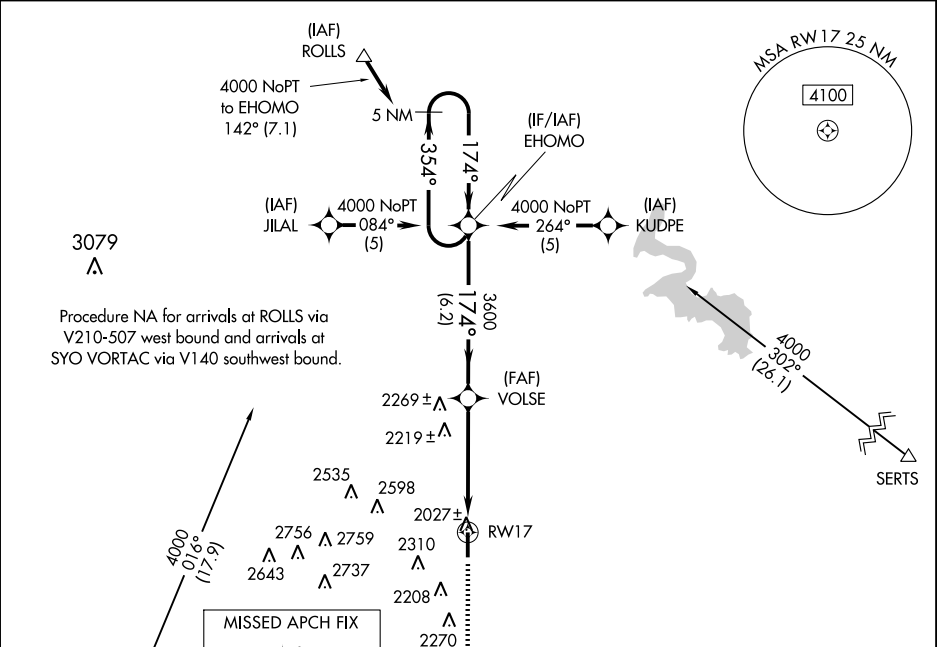


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82408</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE <b>5399</b><br>2013<br>Apt Elev <b>2013</b> |
|--|------------------------|---|

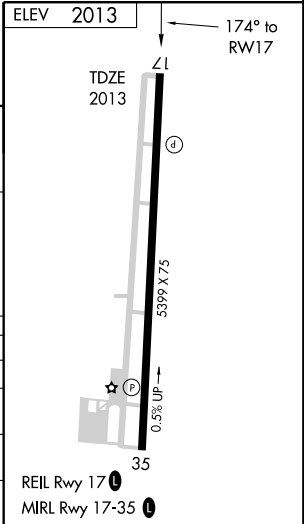
RNAV (GPS) RWY 17  
ELK CITY RGNL BUSINESS (ELK)

|   |   |
|---|---|
| <p><b>Baro-VNAV NA</b> when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p><b>Visibility reduction by helicopters NA.</b> When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.</p> | <p><b>MISSED APPROACH:</b><br/>Climb to 4000 direct ASAZE and hold.</p> |
|---|---|

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.225</b> | FORT WORTH CENTER<br><b>128.4 269.375</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



| CATEGORY      | A       | B            | C                       | D  |
|---------------|---------|--------------|-------------------------|----|
| LPV DA        | 2263-1  | 250 (300-1)  |                         | NA |
| LNAV/VNAV LDA | 2361-1¼ | 348 (400-1¼) |                         | NA |
| LNAV MDA      | 2480-1  | 467 (500-1)  | 2480-1¼<br>467 (500-1¼) | NA |
| CIRCLING      | 2520-1  | 507 (600-1)  | 2520-1½<br>507 (600-1½) | NA |



WAAS  
CH **53508**  
W35A

APP CRS  
**354°**

Rwy Idg  
TDZE  
Apt Elev

**5399**  
**1984**  
**2013**

RNAV (GPS) RWY 35

ELK CITY RGNL BUSINESS (ELK)

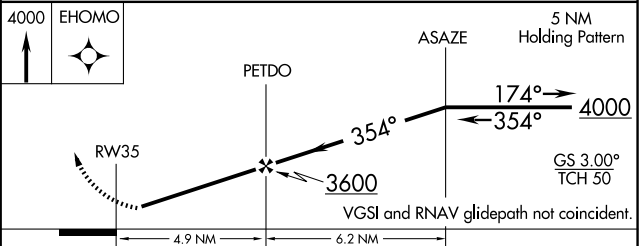
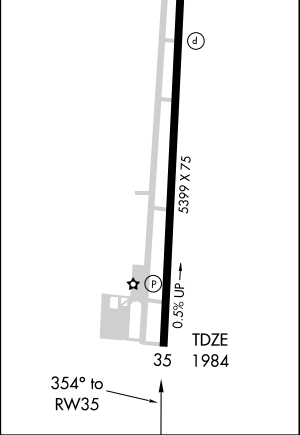
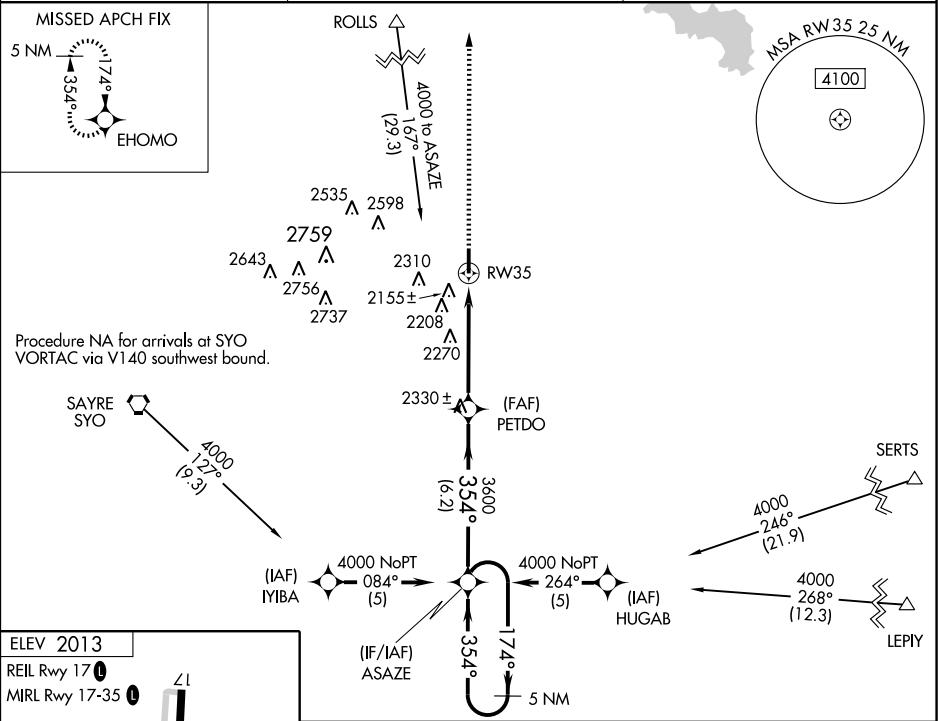
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3  
**118.225**

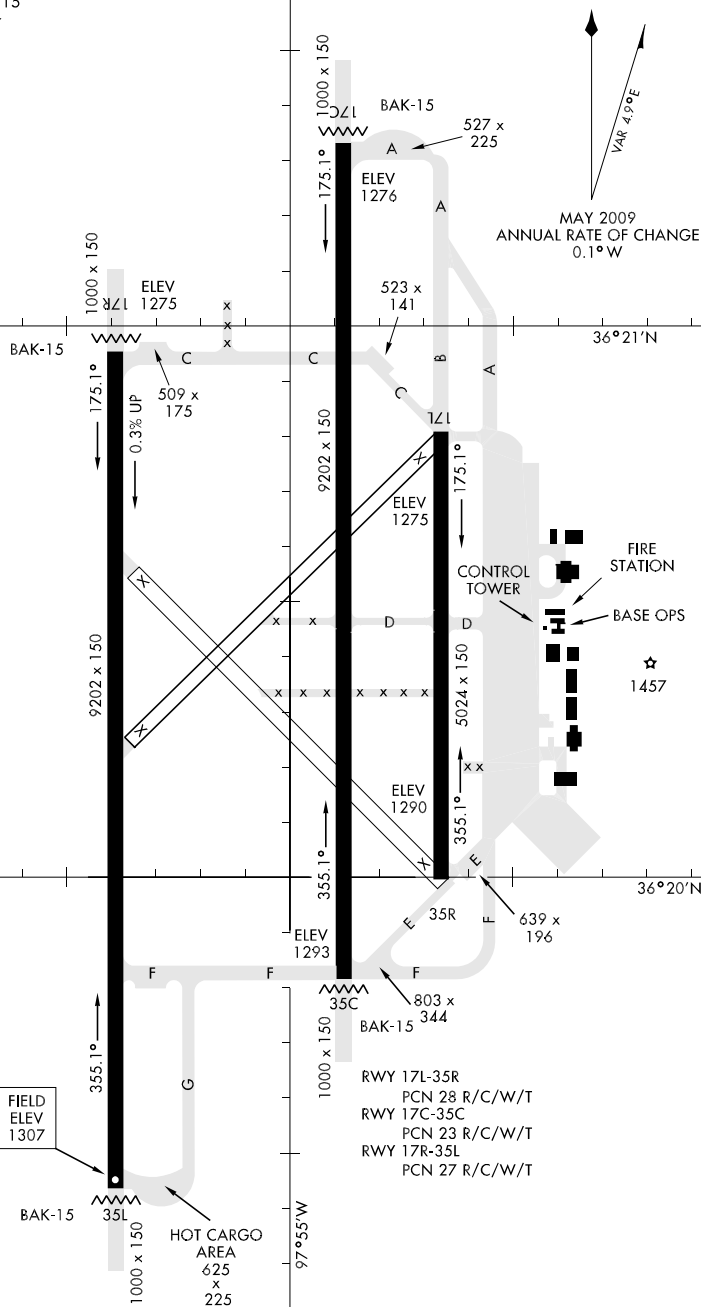
FORT WORTH CENTER  
**128.4 269.375**

UNICOM  
**122.8 (CTAF)**



| CATEGORY     | A      | B           | C                       | D  |
|--------------|--------|-------------|-------------------------|----|
| LPV DA       | 2234-1 | 250 (300-1) |                         | NA |
| LNAV/VNAV DA | 2510-2 | 526 (500-2) |                         | NA |
| LNAV MDA     | 2580-1 | 596 (600-1) | 2580-1½<br>596 (600-1½) | NA |
| CIRCLING     | 2580-1 | 567 (600-1) | 2580-1½<br>567 (600-1½) | NA |

ATIS 115.4 263.15  
 VANCE TOWER ★  
 124.05 259.1  
 GND CON  
 121.8 289.4  
 CLNC DEL  
 225.4



SC-1, 17 DEC 2009 to 14 JAN 2010

# ANTHONY-TWO DEPARTURE (ANY 2•ANY)

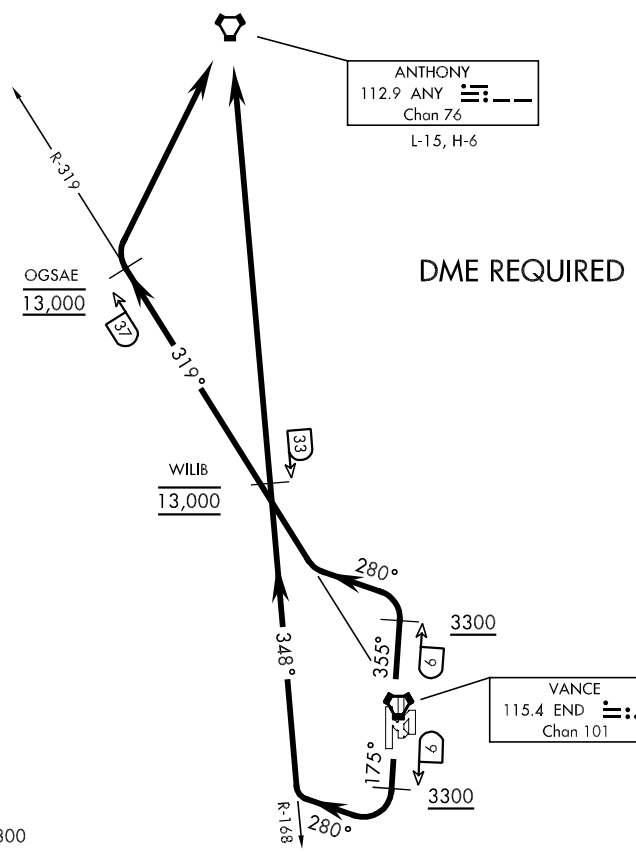
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15  
CLNC DEL  
225.4  
GND CON  
121.8 289.4  
VANCE TOWER★  
124.05 259.1  
VANCE DEP CON  
120.525 306.3  
KANSAS CITY CENTER  
127.8 319.1

| Rwy | Knots    | 60  | 120 | 180  | 240  |
|-----|----------|-----|-----|------|------|
| 35L | V/V(fpm) | 360 | 710 | 1060 | 1420 |
| 35C | V/V(fpm) | 380 | 760 | 1140 | 1510 |
| 17R | V/V(fpm) | 430 | 850 | 1270 | 1690 |
| 17C | V/V(fpm) | 400 | 790 | 1180 | 1580 |

ATC Climb Rate to 13,000



EMERG SAFE ALT 100 NM 4800

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 17C/R:** Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

**TAKE-OFF RWY 35C/L:** Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAB (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAB at 13,000.

# ANTHONY-TWO DEPARTURE (ANY 2•ANY)

ENID, OKLAHOMA

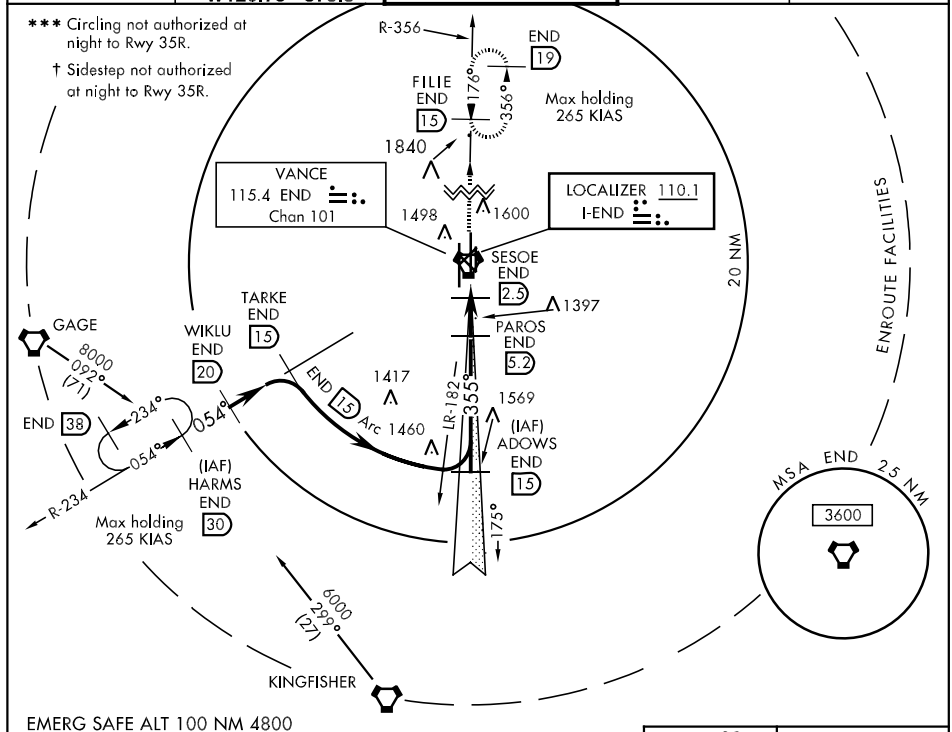
SC-1, 17 DEC 2009 to 14 JAN 2010



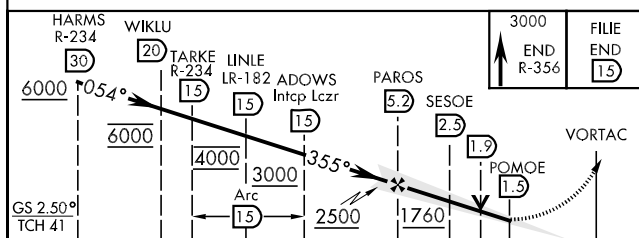
|                           |                         |  |               |                  |
|---------------------------|-------------------------|--|---------------|------------------|
| LOC I-END<br><b>110.1</b> | APCH CRS<br><b>355°</b> | Rwy Idg <b>9202</b><br>TDZE <b>1293</b><br>Arpt Elev <b>1307</b> | AL-135 [USAF] | VANCE AFB (KEND) |
|---------------------------|-------------------------|--|---------------|------------------|

|  |             |  |
|--|-------------|--|
| <p>▼ * When ALS inop, increase CAT AB RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.</p> | SALSF<br>A2 | MISSED APPROACH: Climb to 3000 intercept<br>END VORTAC R-356 to FILE and hold. |
|--|-------------|--|

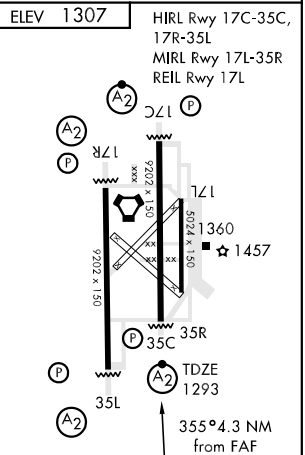
|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



EMERG SAFE ALT 100 NM 4800



| CATEGORY       | A                                 | B  | C  | D                      | E                     |
|----------------|-----------------------------------|--|--|------------------------|-----------------------|
| S-ILS 35C *    | 1493/24 200 (200- $\frac{1}{2}$ ) |  | 1493/40  | 200                    | (200- $\frac{3}{4}$ ) |
| S-LOC 35C **   |                                   | 1600/40  | 307  | (300- $\frac{3}{4}$ )  |                       |
| † SIDESTEP 35R | 1760-1<br>476 (500-1)             | 1760-1 $\frac{1}{4}$<br>476 (500-1 $\frac{1}{2}$ ) | 1760-1 $\frac{1}{2}$<br>476 (500-1 $\frac{1}{2}$ ) | NA                     |                       |
| *** CIRCLING   | 1760-1<br>453 (500-1)             | 1760-1 $\frac{1}{2}$<br>453 (500-1 $\frac{1}{2}$ ) | 1860-2<br>553 (600-2)                              | 2300-3<br>993 (1000-3) |                       |



|                           |                         |   |
|---------------------------|-------------------------|---|
| LOC I-LVC<br><b>108.9</b> | APCH CRS<br><b>175°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>9202</b><br><b>1277</b><br><b>1307</b> |
|---------------------------|-------------------------|---|

AL-135 [USAF]

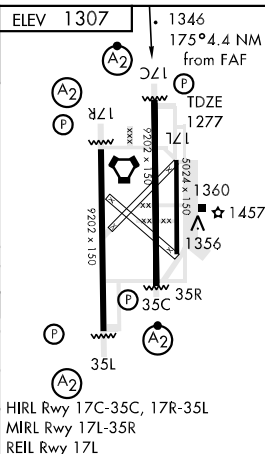
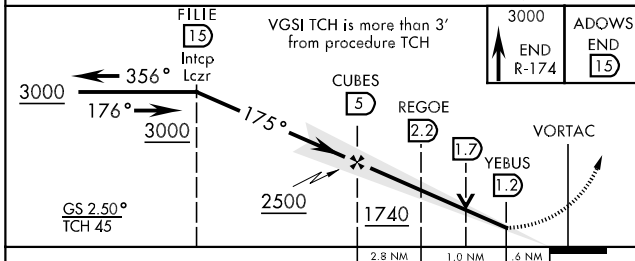
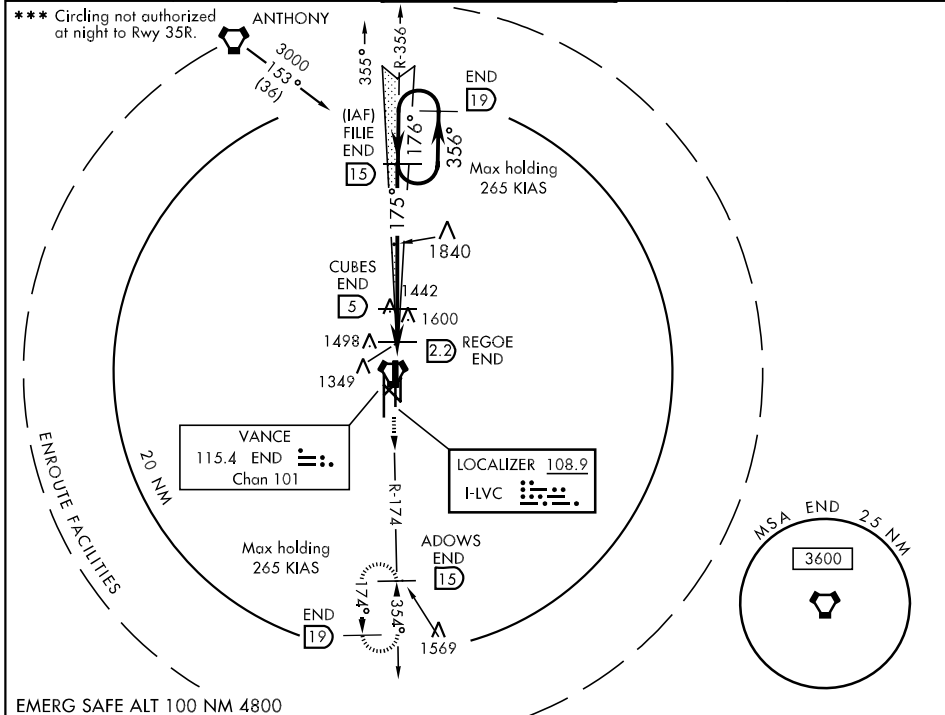
VANCE AFB (KEND)

▼ \* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles.



MISSED APPROACH: Climb to 3000, intercept  
 END VORTAC R-174 to ADOWS and hold.

|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



| CATEGORY     | A                  | B                    | C                  | D                   | E  |
|--------------|--------------------|----------------------|--------------------|---------------------|----|
| S-ILS 17C *  | 1477/24            | 200 (200-½)          | 1477/40            | 200 (200-¾)         |    |
| S-LOC 17C ** | 1620/40            | 343 (400-¾)          | 1620/50            | 343 (400-1)         |    |
| SIDESTEP 17L | 1740-1½            | 458 (500-1½)         |                    |                     | NA |
| CIRCLING *** | 1760-1 453 (500-1) | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |    |

|                           |                         |   |
|---------------------------|-------------------------|---|
| LOC I-END<br><b>110.1</b> | APCH CRS<br><b>355°</b> | Rwy Idg<br><b>9202</b><br>TDZE<br><b>1293</b><br>Arpt Elev<br><b>1307</b> |
|---------------------------|-------------------------|---|

AL-135 [USAF]

VANCE AFB (KEND)

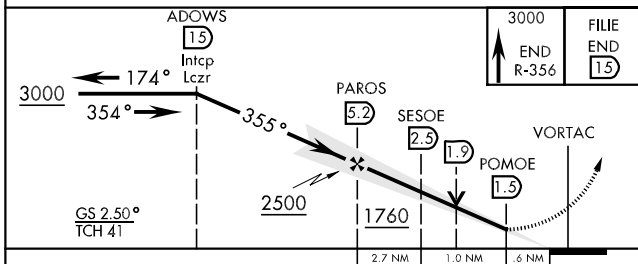
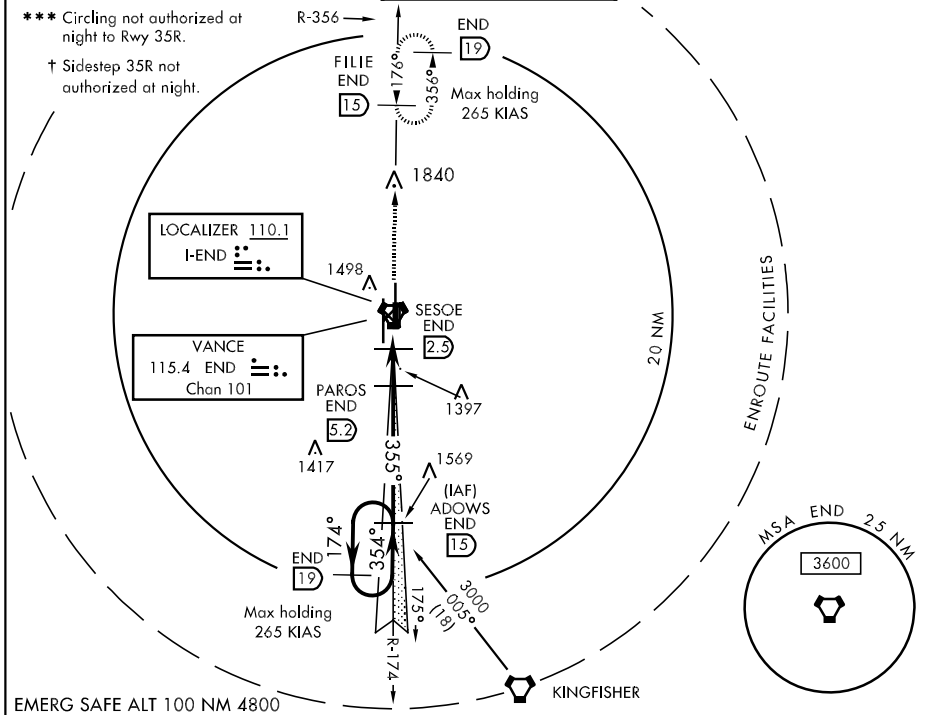
▼ \* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

SALSF



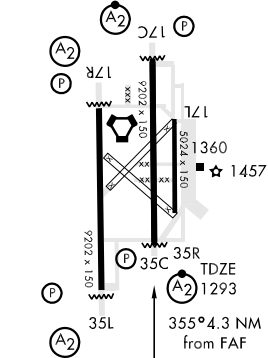
MISSED APPROACH: Climb to 3000, intercept  
 END VORTAC R-356 to FILIE and hold.

|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L  
 MIRL Rwy 17L-35R  
 REIL Rwy 17L



| CATEGORY       | A       | B           | C                       | D                      | E                      |
|----------------|---------|-------------|-------------------------|------------------------|------------------------|
| S-ILS 35C *    | 1493/24 | 200 (200-½) | 1493/40                 | 200                    | (200-¾)                |
| S-LOC 35C **   | 1600/40 |             | 307                     | (300-¾)                |                        |
| † SIDESTEP 35R | 1760-1  | 476 (500-1) | 1760-1¼<br>476 (500-1¼) | 1760-1½<br>476 (500-½) | NA                     |
| CIRCLING ***   | 1760-1  | 453 (500-1) | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2)  | 2300-3<br>993 (1000-3) |

# JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

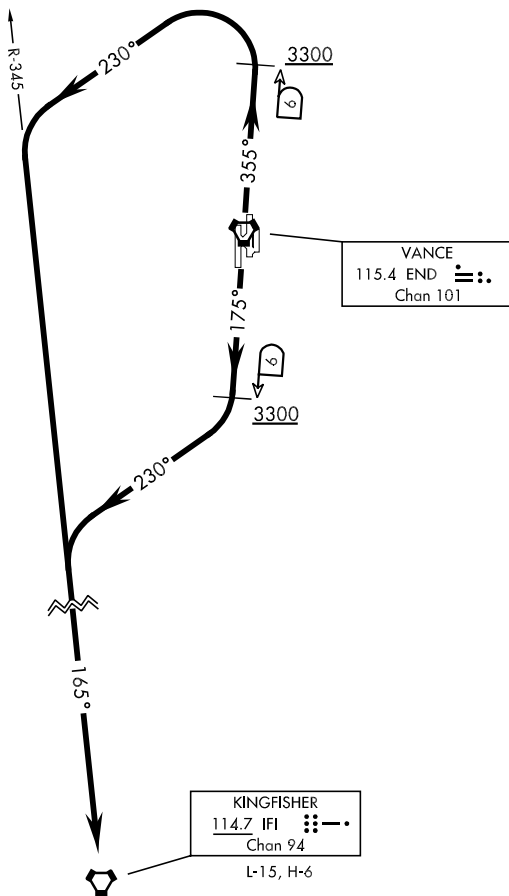
VANCE AND (REND)  
ENID, OKLAHOMA

ATIS ★ 115.4 263.15  
CLNC DEL  
225.4  
GND CON  
121.8 289.4  
VANCE TOWER ★  
124.05 259.1  
VANCE DEP CON  
120.525 306.3  
FORT WORTH CENTER  
128.4 290.2

| Rwy | Knots    | 60  | 120 | 180  | 240  |
|-----|----------|-----|-----|------|------|
| 35L | V/V(fpm) | 360 | 710 | 1060 | 1420 |
| 35C | V/V(fpm) | 380 | 760 | 1140 | 1510 |
| 17R | V/V(fpm) | 430 | 850 | 1270 | 1690 |
| 17C | V/V(fpm) | 400 | 790 | 1180 | 1580 |

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 17C/R:** Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

**TAKE-OFF RWY 35C/L:** Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

|                         |  |                        |
|-------------------------|--|------------------------|
| APCH CRS<br><b>314°</b> | Rwy Idg<br>TDZE<br>Arpt Elev <b>1307</b> | <b>NA</b><br><b>NA</b> |
|-------------------------|--|------------------------|

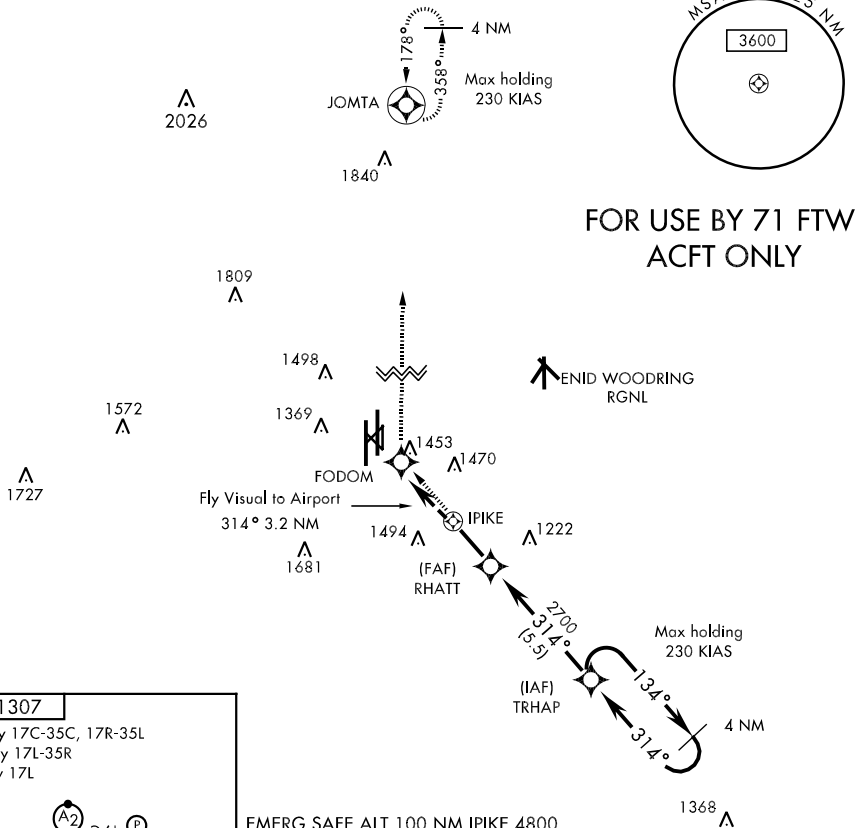
AL-135 [USAF]

VANCE AFB (KEND)

|   |  |
|---|--|
| <b>▽</b> * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.<br>* Circling not authorized at night to Rwy 35R. | <b>MISSED APPROACH:</b> Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold. |
|---|--|

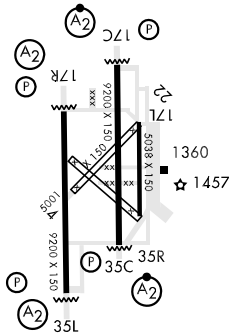
|                                      |  |   |                                      |                                 |
|--------------------------------------|--|---|--------------------------------------|---------------------------------|
| <b>ATIS ★</b><br><b>115.4 263.15</b> | <b>VANCE APP CON</b><br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | <b>VANCE TOWER ★</b><br><b>124.05 259.1</b> | <b>GND CON</b><br><b>121.8 289.4</b> | <b>CLNC DEL</b><br><b>225.4</b> |
|--------------------------------------|--|---|--------------------------------------|---------------------------------|

DME/DME RNP-0.3 NA.



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L  
MIRL Rwy 17L-35R  
REIL Rwy 17L



EMERG SAFE ALT 100 NM IPIKE 4800

|                                      |        |             |                |      |      |
|--------------------------------------|--------|-------------|----------------|------|------|
| FODOM                                | 4000   | JOMTA       | TRHAP          | 134° | 3000 |
| Fly Visual to Airport<br>314° 3.2 NM |        | IPIKE       | RHATT          | 314° | 3000 |
| 3.2 NM                               |        | 2.5 NM      |                |      |      |
| CATEGORY                             | A      | B           | C              | D    | E    |
| CIRCLING *                           | 1760-4 | 453 (500-4) | NOT AUTHORIZED |      |      |

|                         |  |                        |
|-------------------------|--|------------------------|
| APCH CRS<br><b>199°</b> | Rwy Idg<br>TDZE<br>Arpt Elev <b>1307</b> | <b>NA</b><br><b>NA</b> |
|-------------------------|--|------------------------|

AL-135 [USAF]

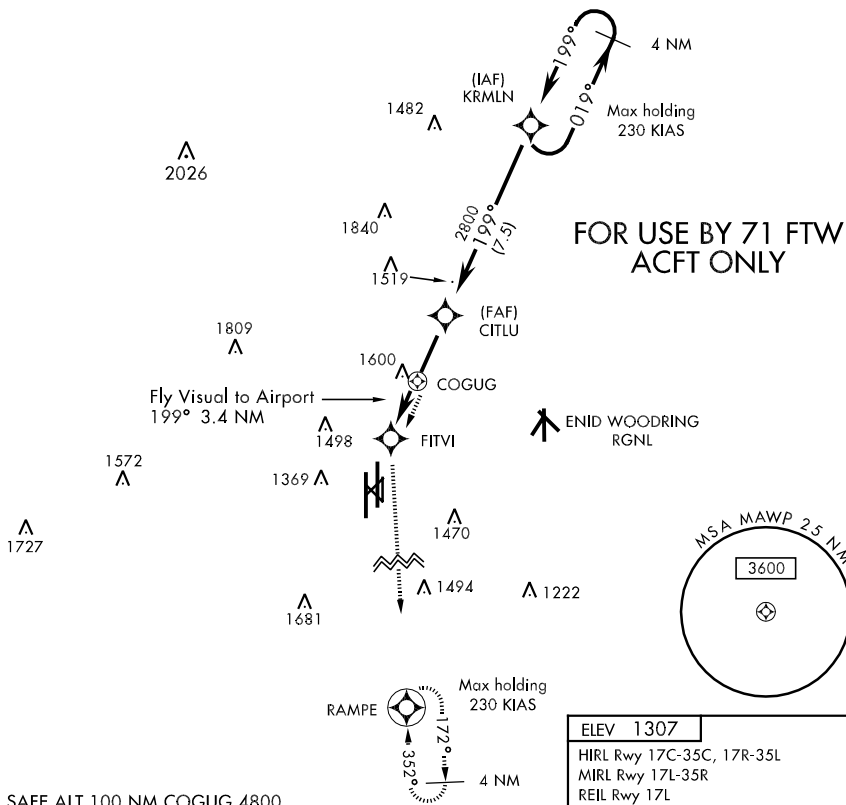
VANCE AFB (KEND)

**▼** \* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.  
\* Circling not authorized at night to Rwy 35R.

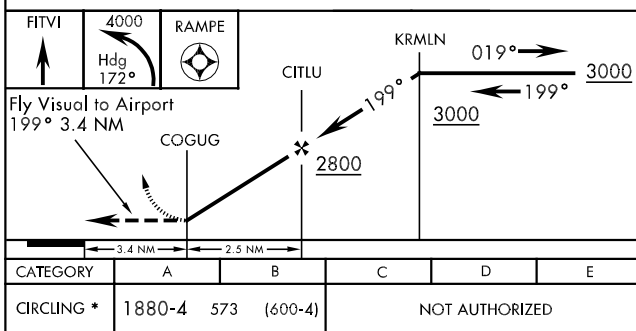
**MISSED APPROACH:** Climb direct FITVI then climbing left turn to 4000 via 172° course to RAMPE and hold.

|                               |  |                                      |                               |                          |
|-------------------------------|--|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W121.3 291.1</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|--|--------------------------------------|-------------------------------|--------------------------|

DME/DME RNP-0.3 NA.

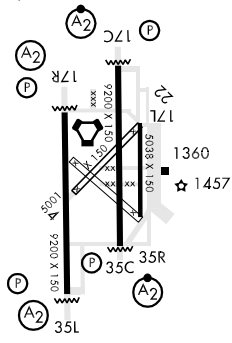


EMERG SAFE ALT 100 NM COGUG 4800



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L  
MIRL Rwy 17L-35R  
REIL Rwy 17L



|                         |                          |
|-------------------------|--------------------------|
| APCH CRS<br><b>175°</b> | Rwy Idg<br><b>9202</b>   |
|                         | TDZE<br><b>1277</b>      |
|                         | Arpt Elev<br><b>1307</b> |

AL-135 [USAF]

VANCE AFB (KEND)

**▼** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.  
\*\* Circling not authorized at night to RWY 35R.

SALSF



MISSED APPROACH: Climb to  
3000 direct ADOWS and hold.

ATIS ★  
**115.4 263.15**

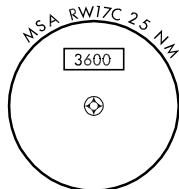
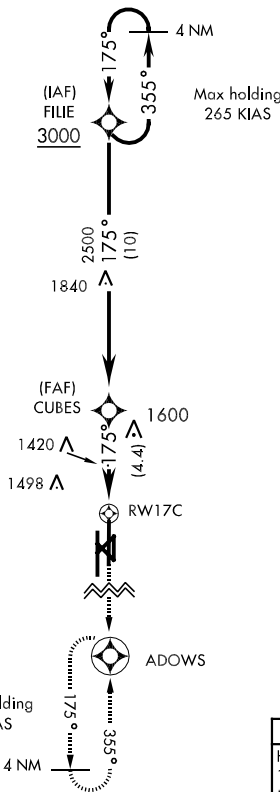
VANCE APP CON  
**E125.45 388.2**  
**W126.75 378.8**

VANCE TOWER ★  
**124.05 259.1**

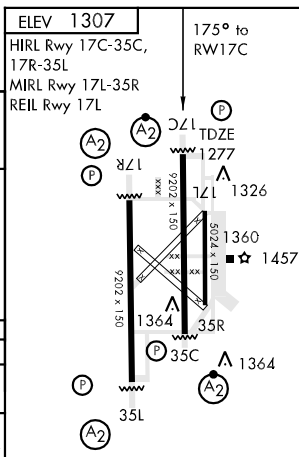
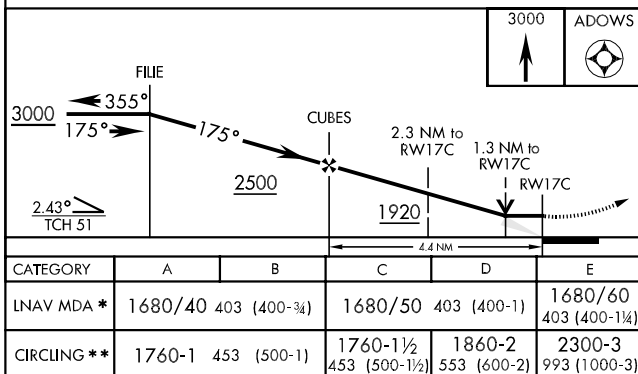
GND CON  
**121.8 289.4**

CLNC DEL  
**225.4**

DME/DME RNP-0.3 NA.



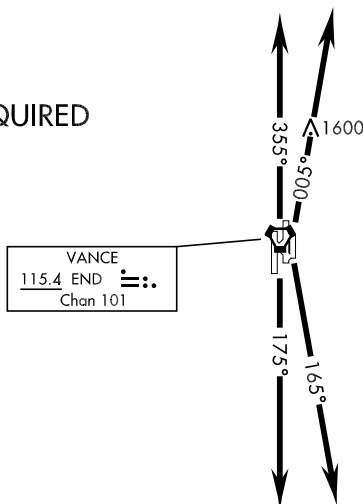
EMERG SAFE ALT 100 NM  
4800 FROM RWY 17C





ATIS★ 115.4 263.15  
CLNC DEL  
225.4  
GND CON  
121.8 289.4  
VANCE TOWER★  
124.05 259.1  
VANCE DEP CON  
120.525 306.3

RADAR REQUIRED



SC-1, 17 DEC 2009 to 14 JAN 2010



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.



|   |                         |  |                |
|---|-------------------------|--|----------------|
| VORTAC END<br><b>115.4</b><br>Chan <b>101</b> | APCH CRS<br><b>199°</b> | Rwy Idg<br>TDZE<br>Arpt Elev <b>1307</b> | NA<br>NA<br>NA |
|---|-------------------------|--|----------------|

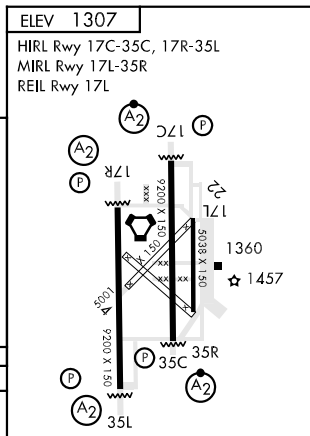
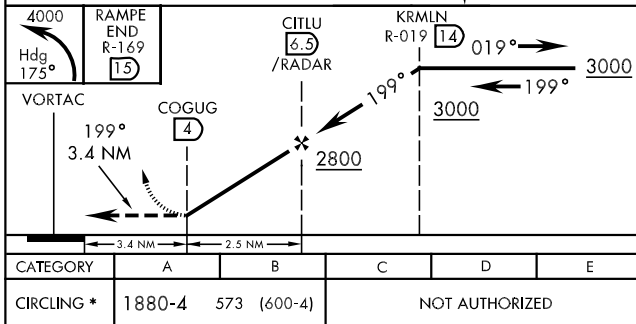
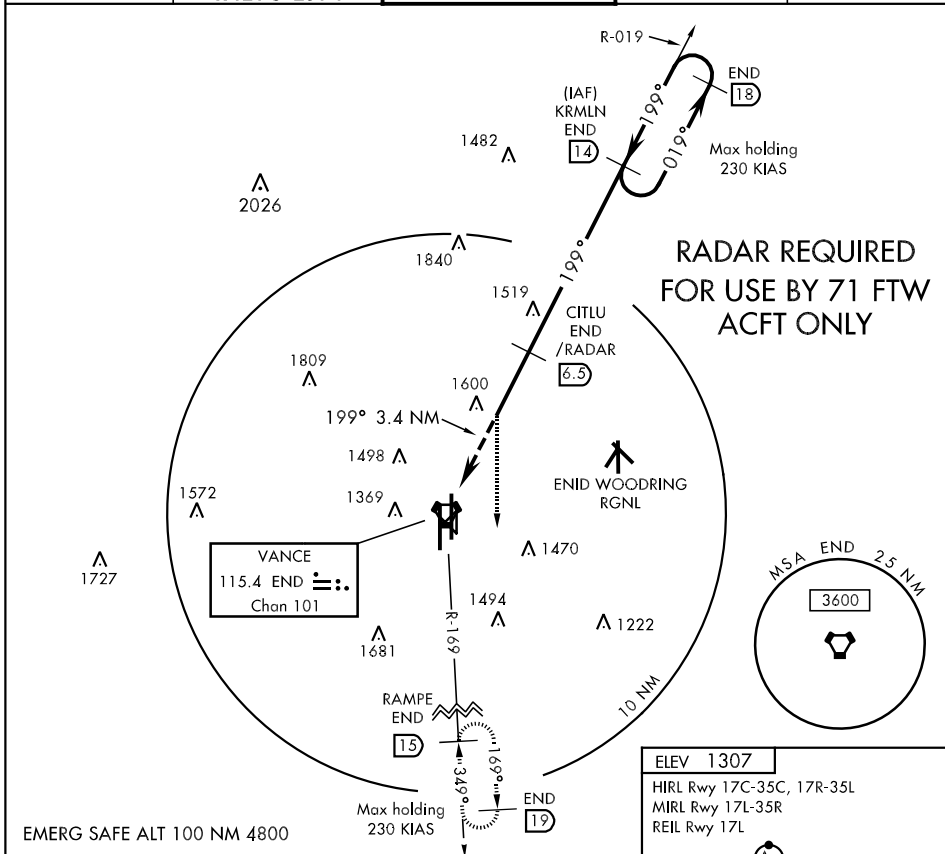
AL-135 [USAF]

VANCE AFB (KEND)

▼ \* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

|                               |  |                                      |                               |                          |
|-------------------------------|--|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W121.3 291.1</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|--|--------------------------------------|-------------------------------|--------------------------|



|   |                         |  |
|---|-------------------------|--|
| VORTAC END<br><b>115.4</b><br>Chan <b>101</b> | APCH CRS<br><b>182°</b> | Rwy Idg <b>9202</b><br>TDZE <b>1277</b><br>Arpt Elev <b>1307</b> |
|---|-------------------------|--|

AL-135 [USAF]

VANCE AFB (KEND)

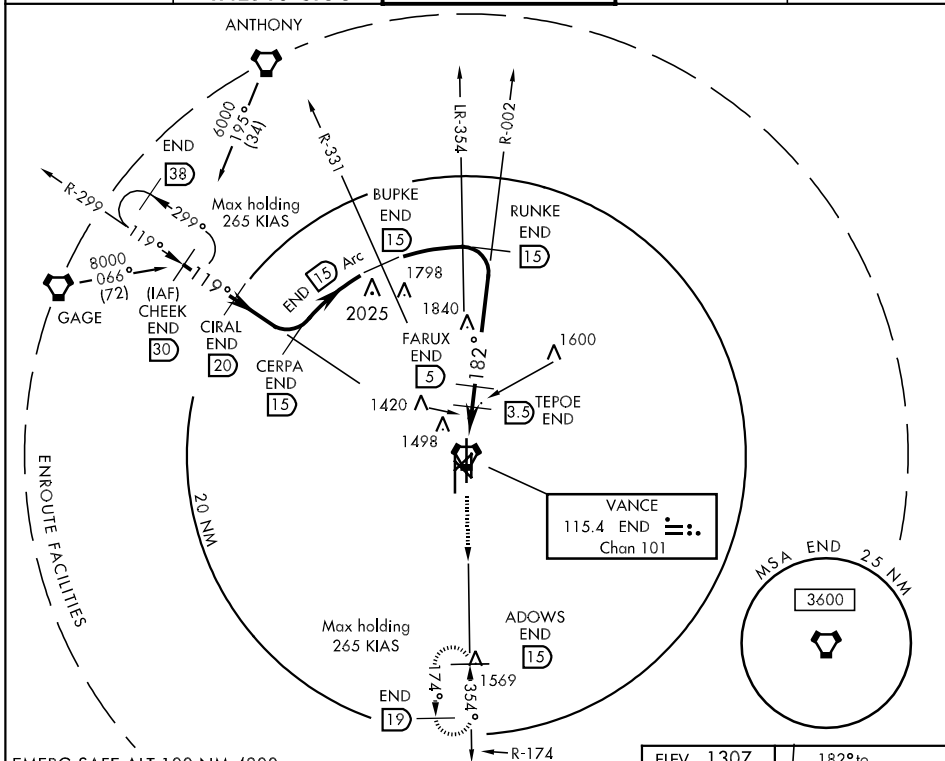
▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.  
\*\* Circling not authorized at night to Rwy 35R.

SALSF

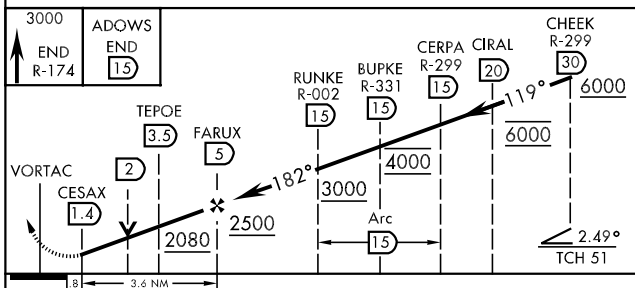


MISSED APPROACH: Climb to 3000, intercept  
END VORTAC R-174 to ADOWS and hold.

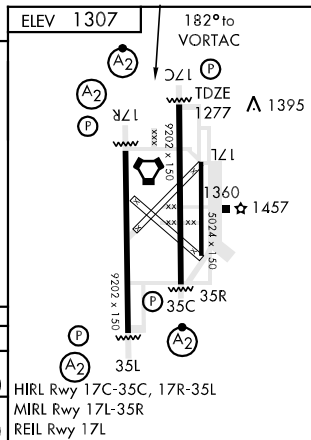
|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



EMERG SAFE ALT 100 NM 4800



| CATEGORY    | A                    | B                    | C                   | D                   | E                    |
|-------------|----------------------|----------------------|---------------------|---------------------|----------------------|
| S-17C *     | 1680/40 403 (400-34) | 1680/50 403 (400-1)  | 1680/50 403 (400-1) | 1680/50 403 (400-1) | 1680/60 403 (400-1½) |
| CIRCLING ** | 1760-1 453 (500-1)   | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2)  | 1860-2 553 (600-2)  | 2300-3 993 (1000-3)  |



|   |                         |  |
|---|-------------------------|--|
| VORTAC END<br><b>115.4</b><br>Chan <b>101</b> | APCH CRS<br><b>162°</b> | Rwy Idg <b>9202</b><br>TDZE <b>1285</b><br>Arpt Elev <b>1307</b> |
|---|-------------------------|--|

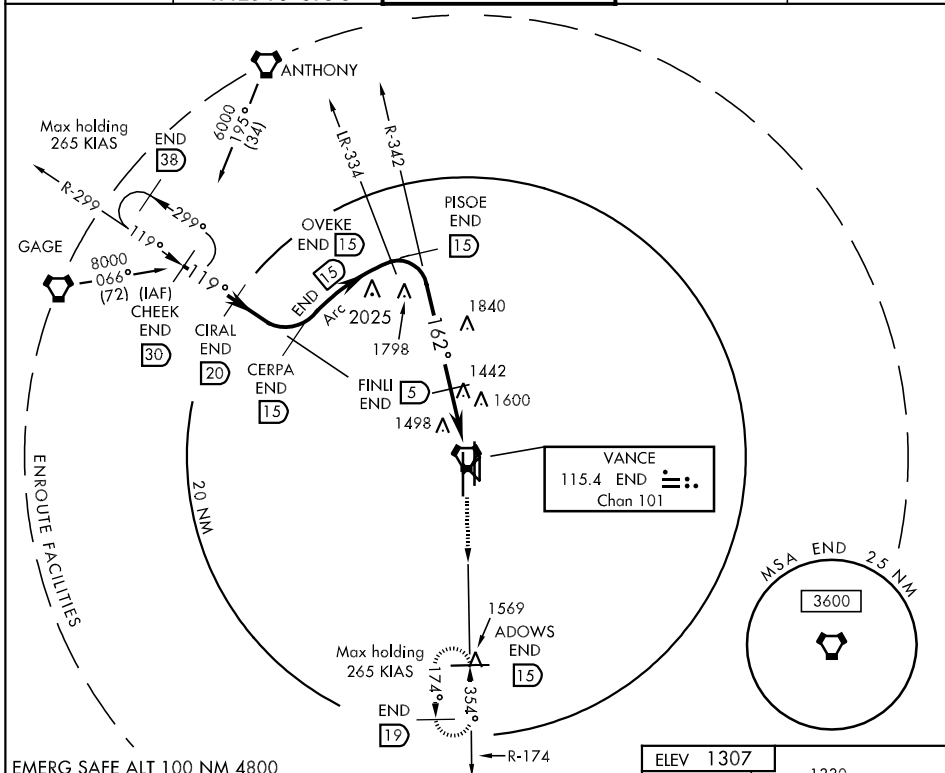
AL-135 [USAF]

VANCE AFB (KEND)

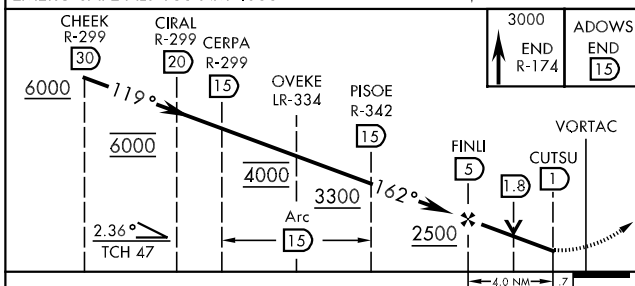
|   |                              |
|---|------------------------------|
| <p><b>▼</b> * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1½ miles.</p> <p>** Circling not authorized at night to Rwy 35R.</p> | <p>SALS</p> <p><b>A2</b></p> |
|---|------------------------------|

MISSED APPROACH: Climb to 3000, intercept  
END VORTAC R-174 to ADOWS and hold.

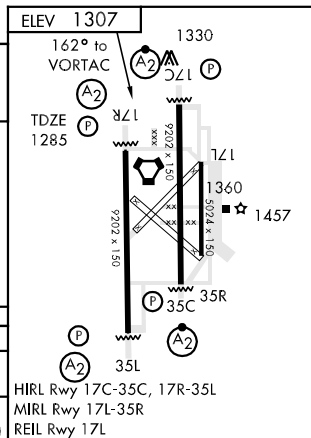
|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



EMERG SAFE ALT 100 NM 4800



| CATEGORY    | A      | B           | C                       | D                     | E                      |
|-------------|--------|-------------|-------------------------|-----------------------|------------------------|
| S-17R *     | 1720-¾ | 435 (500-¾) | 1720-1<br>435 (500-1)   | 1720-1¼               | 435 (500-1¼)           |
| CIRCLING ** | 1760-1 | 453 (500-1) | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |





|   |                         |  |
|---|-------------------------|--|
| VORTAC END<br><b>115.4</b><br>Chan <b>101</b> | APCH CRS<br><b>003°</b> | Rwy Idg <b>9202</b><br>TDZE <b>1307</b><br>Arpt Elev <b>1307</b> |
|---|-------------------------|--|

AL-135 [USAF]

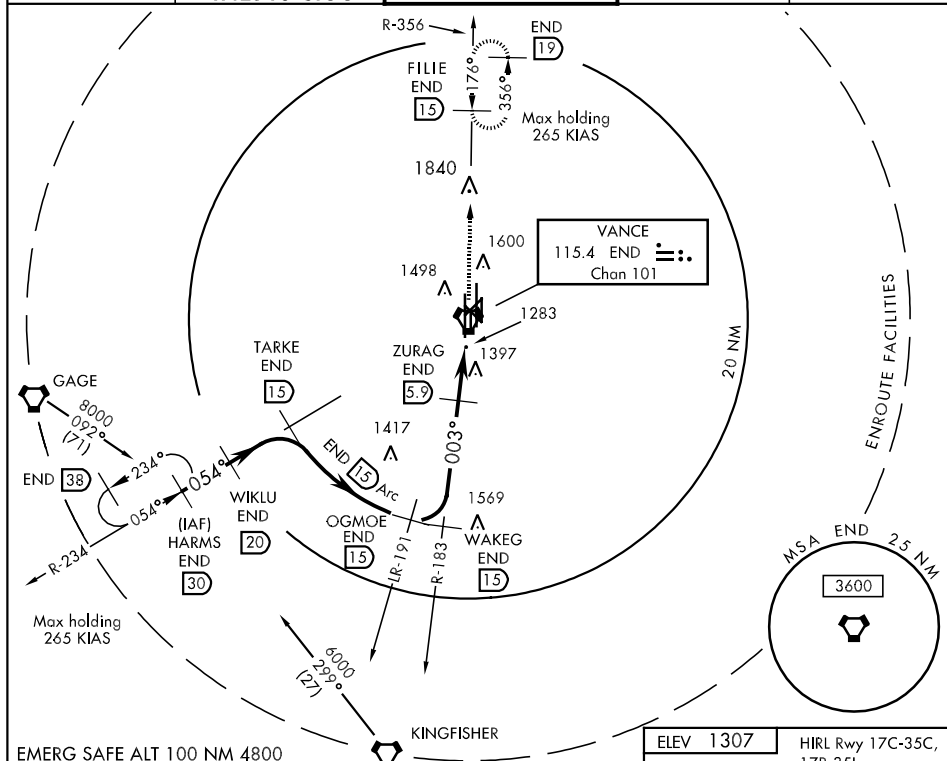
VANCE AFB (KEND)

▼ \* When ALS inop, increase CAT ABC vis to 1 mile,  
CAT DE vis to 1¼ miles.  
\*\* Circling not authorized at night to Rwy 35R.

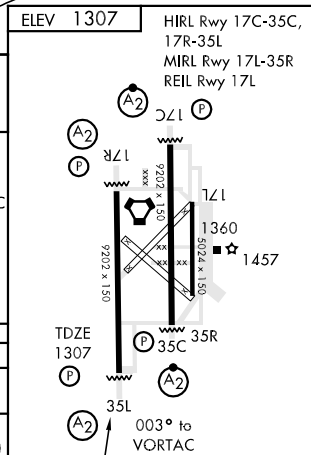


MISSED APPROACH: Climb to 3000, intercept  
END VORTAC R-356 to FILE and hold.

|                               |   |                                      |                               |                          |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|
| ATIS ★<br><b>115.4 263.15</b> | VANCE APP CON<br><b>E125.45 388.2</b><br><b>W126.75 378.8</b> | VANCE TOWER ★<br><b>124.05 259.1</b> | GND CON<br><b>121.8 289.4</b> | CLNC DEL<br><b>225.4</b> |
|-------------------------------|---|--------------------------------------|-------------------------------|--------------------------|



|                     |                     |                     |                         |                       |                        |           |        |
|---------------------|---------------------|---------------------|-------------------------|-----------------------|------------------------|-----------|--------|
| HARMS R-234<br>[30] | WIKLU R-234<br>[20] | TARKE R-234<br>[15] | OGMOE LR-191<br>[15]    | WAKEG R-183<br>[15]   | ZURAG [5.9]            | TEBTE [2] | VORTAC |
| 6000                | 6000                | 4000                | 3000                    | 2600                  | 3000                   | 2600      | 3000   |
| 054°                | 054°                | 003°                | 003°                    | 003°                  | 003°                   | 003°      | 003°   |
| 2.54° TCH 49        |                     |                     |                         |                       |                        |           |        |
| CATEGORY            | A                   | B                   | C                       | D                     | E                      |           |        |
| S-35L *             | 1680-¾              | 373                 | (400-¾)                 | 1680-1                | 373                    | (400-1)   |        |
| CIRCLING **         | 1760-1              | 453 (500-1)         | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |           |        |

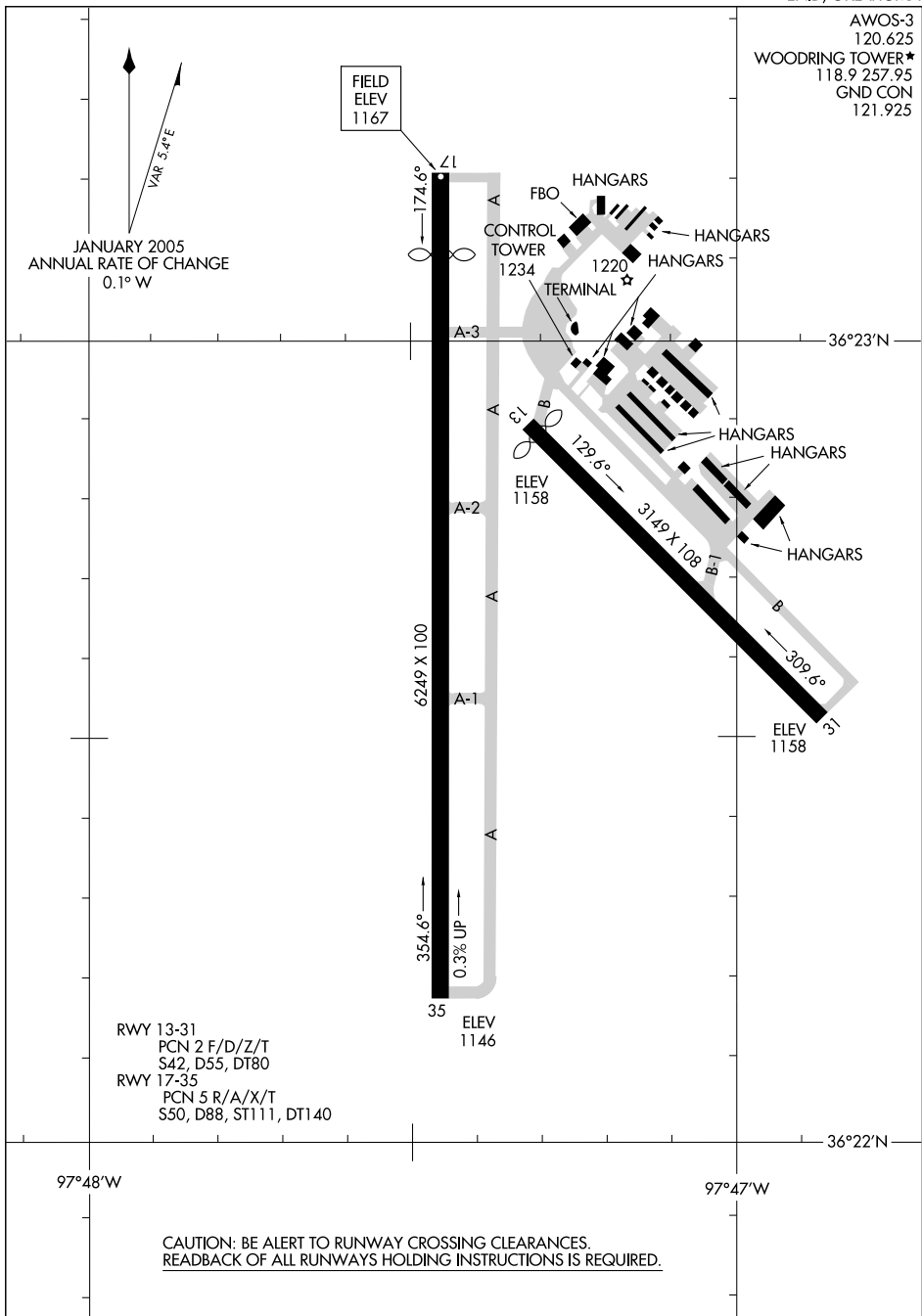


# AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA

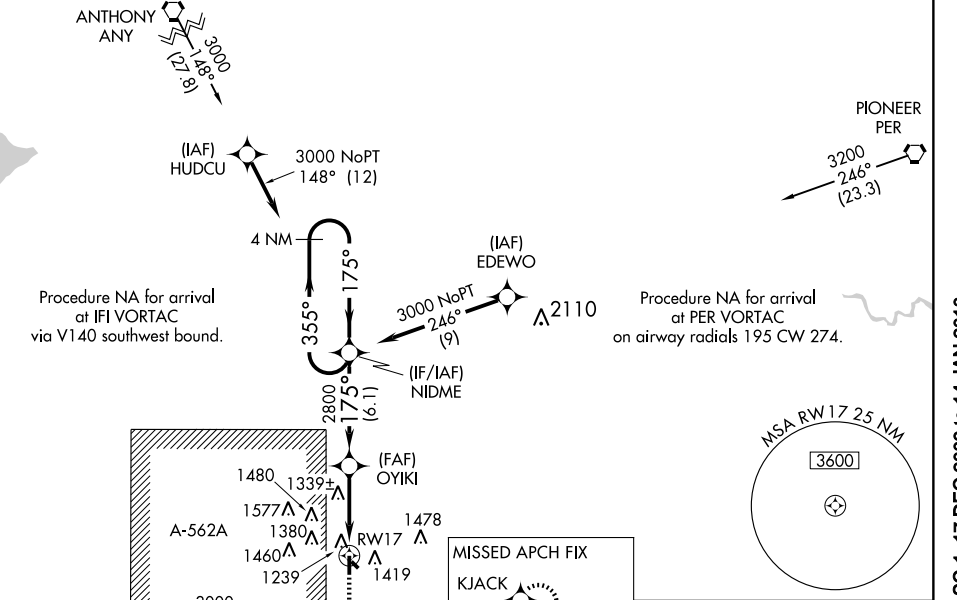




**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1 ¼ miles, LNAV/VNAV all Cats visibility to 1 ¾ miles, LNAV Cat C visibility to 1 ½ miles, LNAV Cat D visibility to 1 ¾ miles and Circling Cat C visibility to 1 ¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH:  
Climb to 3600 direct  
KJACK and hold.

|                          |   |  |                           |                         |
|--------------------------|---|--|---------------------------|-------------------------|
| AWOS-3<br><b>120.625</b> | VANCE APP CON ★<br><b>119.775 378.8</b> | WOODRING TOWER ★<br><b>118.9 (CTAF) 0 257.95</b> | GND CON<br><b>121.925</b> | UNICOM<br><b>122.95</b> |
|--------------------------|---|--|---------------------------|-------------------------|



008° (46.9)

KINGFISHER IFI

4 NM Holding Pattern

3000

355°

175°

4 NM

2800

175°

1.3 NM to RW17

RW17

\*1.3 NM to RW17

\*LNAV only.

4 NM

| CATEGORY     | A                                  | B  | C  | D  |
|--------------|------------------------------------|--|--|--|
| LPV DA       | 1415- <sup>3</sup> / <sub>4</sub>  | 250 (300- <sup>3</sup> / <sub>4</sub> )  |  |  |
| LNAV/VNAV DA | 1594-1 <sup>1</sup> / <sub>2</sub> | 429 (500-1 <sup>1</sup> / <sub>2</sub> ) |  |  |
| LNAV MDA     | 1640-1                             | 475 (500-1)                              | 1640-1 <sup>1</sup> / <sub>4</sub><br>475 (500-1 <sup>1</sup> / <sub>4</sub> ) | 1640-1 <sup>1</sup> / <sub>2</sub><br>475 (500-1 <sup>1</sup> / <sub>2</sub> ) |
| CIRCLING     | 1720-1                             | 553 (600-1)                              | 1720-1 <sup>1</sup> / <sub>2</sub><br>553 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1720-2<br>553 (600-2)  |

ELEV 1167

175° to RW17

TDZE 1165

1184

1176

1191

1217

1234

1205

1175

35

0.3% UP

001 X 4729

3149 X 108

31

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35



|   |                        |   |
|---|------------------------|---|
| VOR/DME ODG<br><b>109.0</b><br>Chan <b>27</b> | APP CRS<br><b>167°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>5638</b><br><b>1165</b><br><b>1167</b> |
|---|------------------------|---|

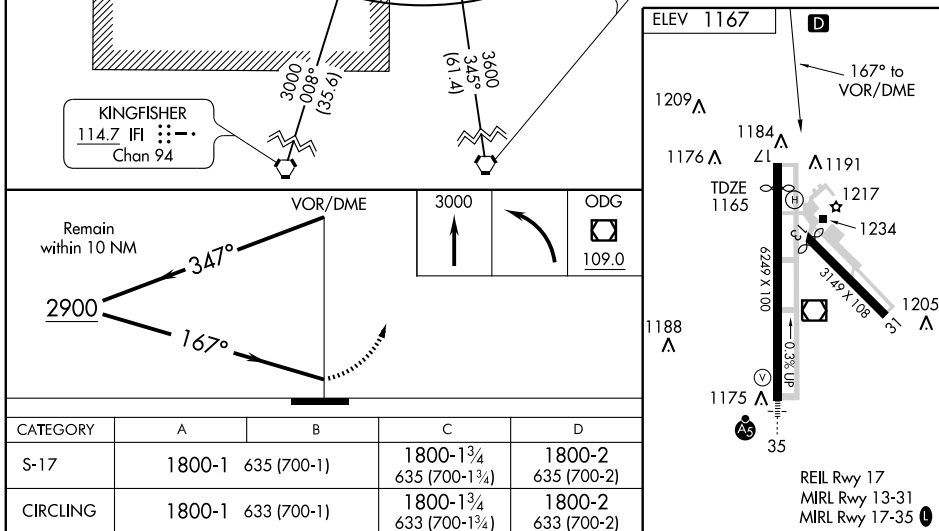
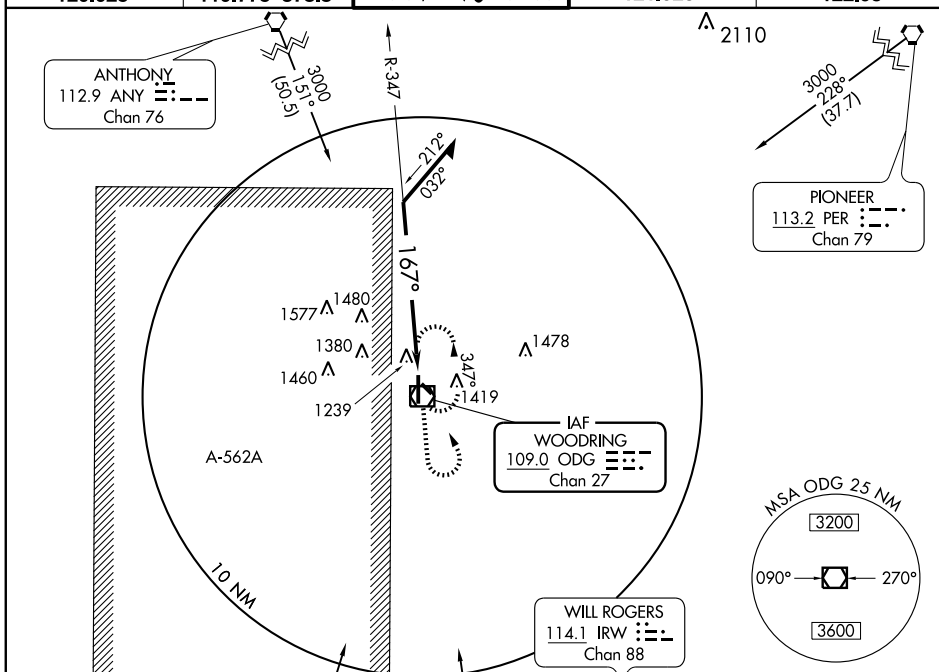
# VOR RWY 17

## ENID WOODRING RGNL (WDG)

**When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile.**  
**Visibility reduction by helicopters NA.**

**MISSED APPROACH:** Climb to 3000 then left turn direct ODG VOR/DME and hold.



|                          |   |  |                           |                         |
|--------------------------|---|--|---------------------------|-------------------------|
| AWOS-3<br><b>120.625</b> | VANCE APP CON ★<br><b>119.775 378.8</b> | WOODRING TOWER ★<br><b>118.9 (CTAF) 0 257.95</b> | GND CON<br><b>121.925</b> | UNICOM<br><b>122.95</b> |
|--------------------------|---|--|---------------------------|-------------------------|



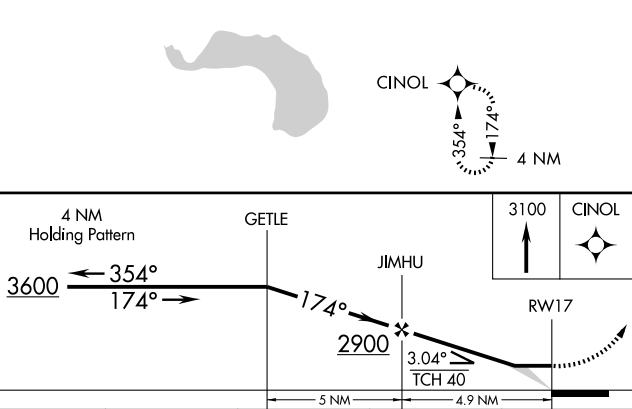
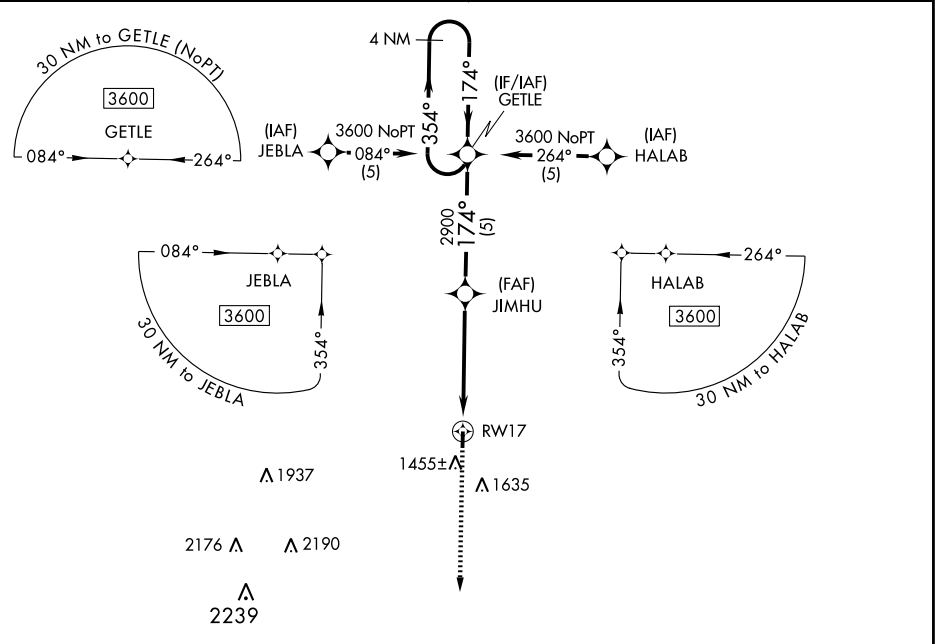


|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3620</b> |
| <b>174°</b> | TDZE     | <b>1272</b> |
|             | Apt Elev | <b>1272</b> |

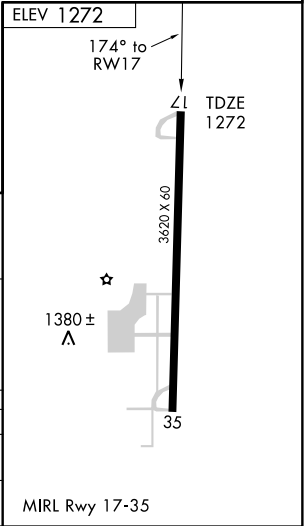
RNAV (GPS) RWY 17  
FAIRVIEW MUNI (6K4)

|   |   |  |
|---|---|--|
| <br> NA | Use Vance AFB altimeter setting.<br>GPS or RNP-0.3 Required.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3100 direct CINOL WP and hold. |
|---|---|--|

|   |                               |
|---|-------------------------------|
| VANCE APP CON ★<br><b>120,525 244,875</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|---|-------------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1800-1 | 528 (600-1) | 1800-1½<br>528 (600-1½) | NA |
| CIRCLING | 1880-1 | 608 (700-1) | 2020-2¼<br>748 (800-2¼) | NA |

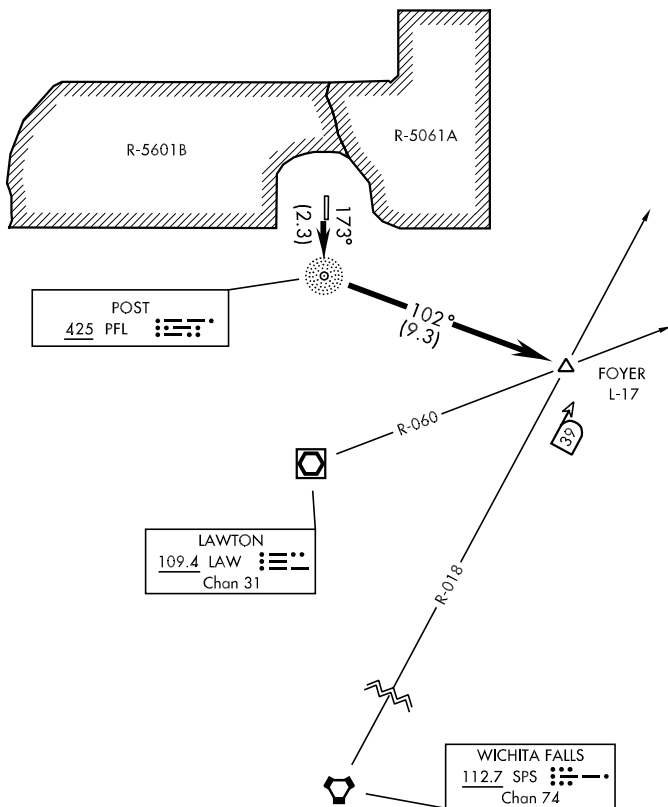


# FOYER-TWO DEPARTURE (FOYER2•FOYER)

HENRY POST VORTAC (R-01)  
FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025  
CLNC DEL  
121.7 279.575  
GND CON  
121.7 279.575  
POST TOWER★  
124.95 229.4  
FT SILL DEP CON  
120.55 307.275



## DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

|                       |                         |  |
|-----------------------|-------------------------|--|
| NDB PFL<br><b>425</b> | APCH CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>5000</b><br><b>N/A</b><br><b>1187</b> |
|-----------------------|-------------------------|--|

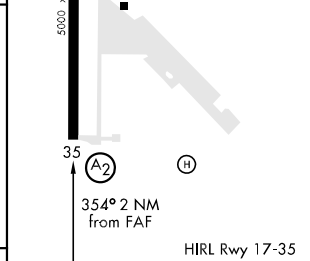
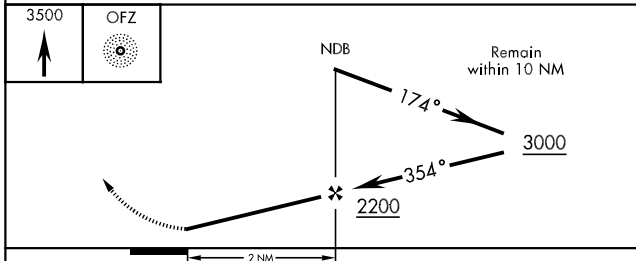
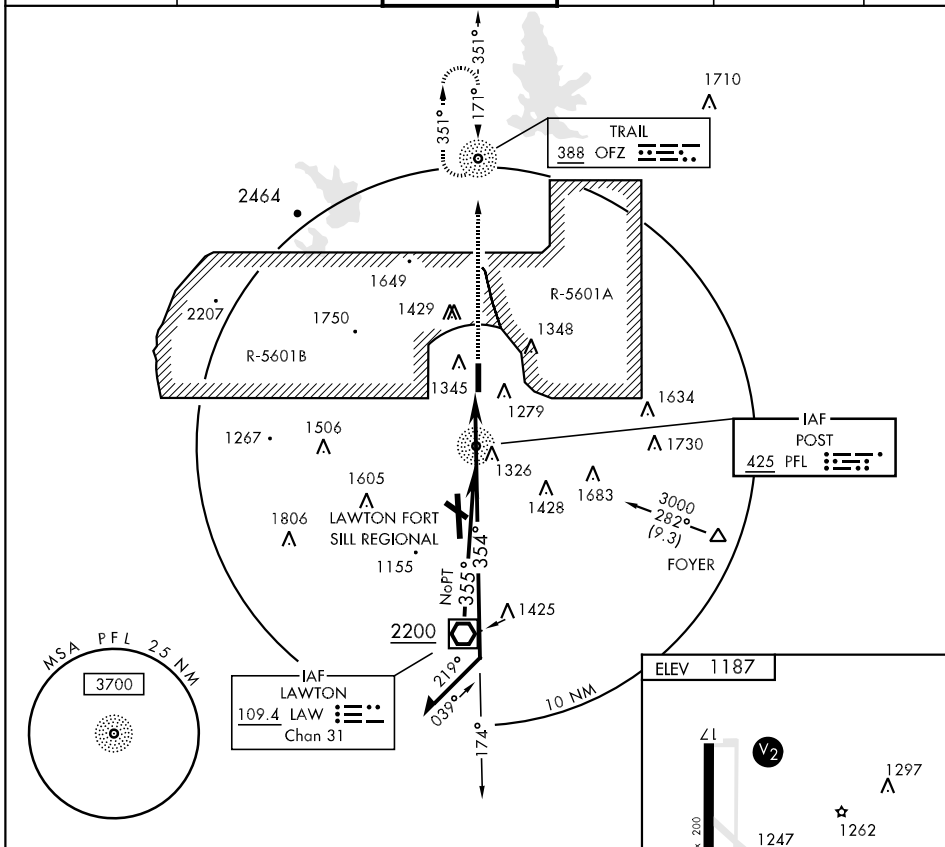
AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

|                                |  |                                     |                                 |                                  |         |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|
| ATIS<br><b>135.425 354.025</b> | FORT SILL APP CON<br><b>N127.3 307.275</b><br><b>S120.55</b> | POST TOWER ★<br><b>124.95 229.4</b> | GND CON<br><b>121.7 279.575</b> | CLNC DEL<br><b>121.7 279.575</b> | ASR/PAR |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|



| CATEGORY | A                  | B                    | C                  | D |
|----------|--------------------|----------------------|--------------------|---|
| CIRCLING | 1700-1 513 (600-1) | 1720-1½ 533 (500-1½) | 1740-2 553 (600-2) |   |

| FAF to MAP 2 NM |      |      |      |      |      |
|-----------------|------|------|------|------|------|
| Knots           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec         | 2:00 | 1:20 | 1:00 | 0:48 | 0:40 |

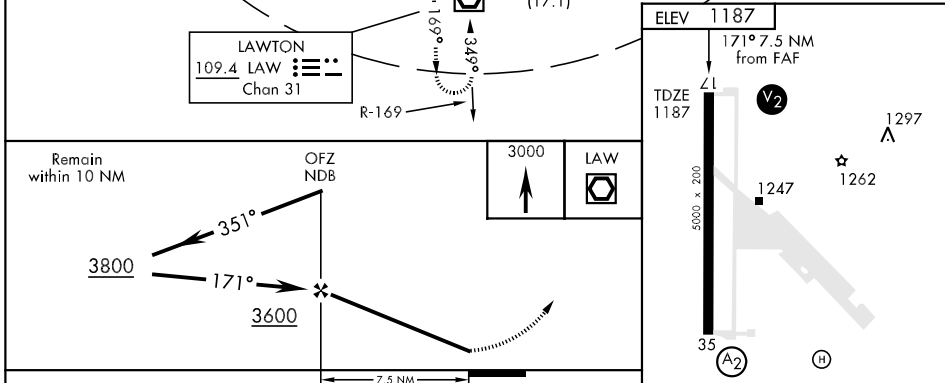
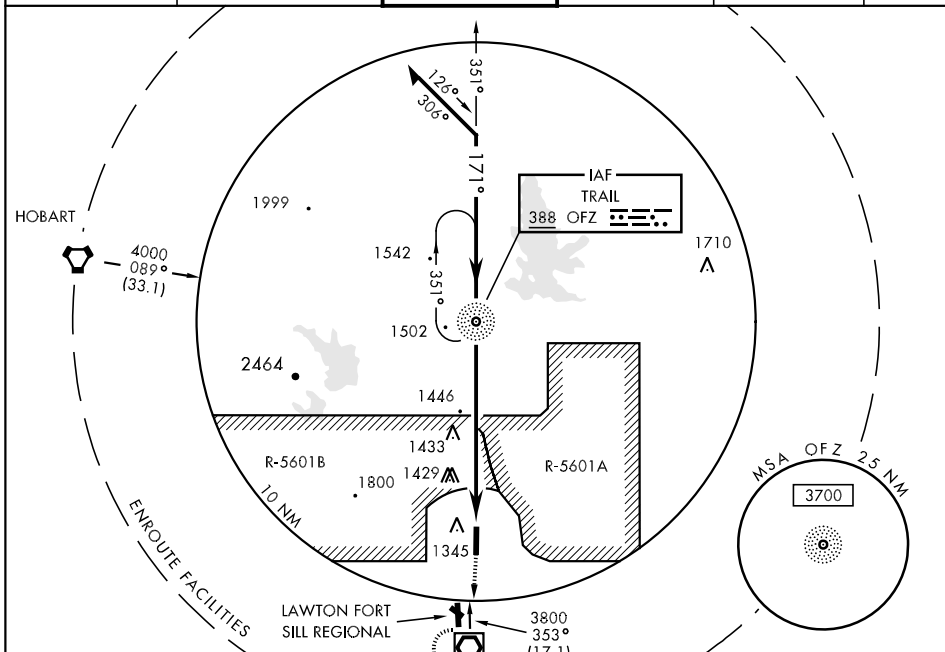
|                       |                         |   |
|-----------------------|-------------------------|---|
| NDB OFZ<br><b>388</b> | APCH CRS<br><b>171°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>5000</b><br><b>1187</b><br><b>1187</b> |
|-----------------------|-------------------------|---|

AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter.MISSED APPROACH: Climb straight ahead  
to 3000 direct to LAW VOR/DME and hold.

|                                |  |                                     |                                 |                                  |         |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|
| ATIS<br><b>135.425 354.025</b> | FORT SILL APP CON<br><b>N127.3 307.275</b><br><b>S120.55</b> | POST TOWER ★<br><b>124.95 229.4</b> | GND CON<br><b>121.7 279.575</b> | CLNC DEL<br><b>121.7 279.575</b> | ASR/PAR |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|



| CATEGORY | A                  | B                    | C                    | D                  |
|----------|--------------------|----------------------|----------------------|--------------------|
| S-17     | 1780-1 593 (600-1) | 1780-1½ 593 (600-1½) | 1780-1¾ 593 (600-1¾) | 1780-2 593 (600-2) |
| CIRCLING | 1780-1 593 (600-1) | 1780-1½ 593 (600-1½) | 1780-1¾ 593 (600-1¾) | 1780-2 593 (600-2) |
| S-PAR 17 | 1388-¾ 200         | (200-¾)              | GS 3.00°             |                    |

FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

# NEADS-ONE DEPARTURE (NEADS1 • NEADS)

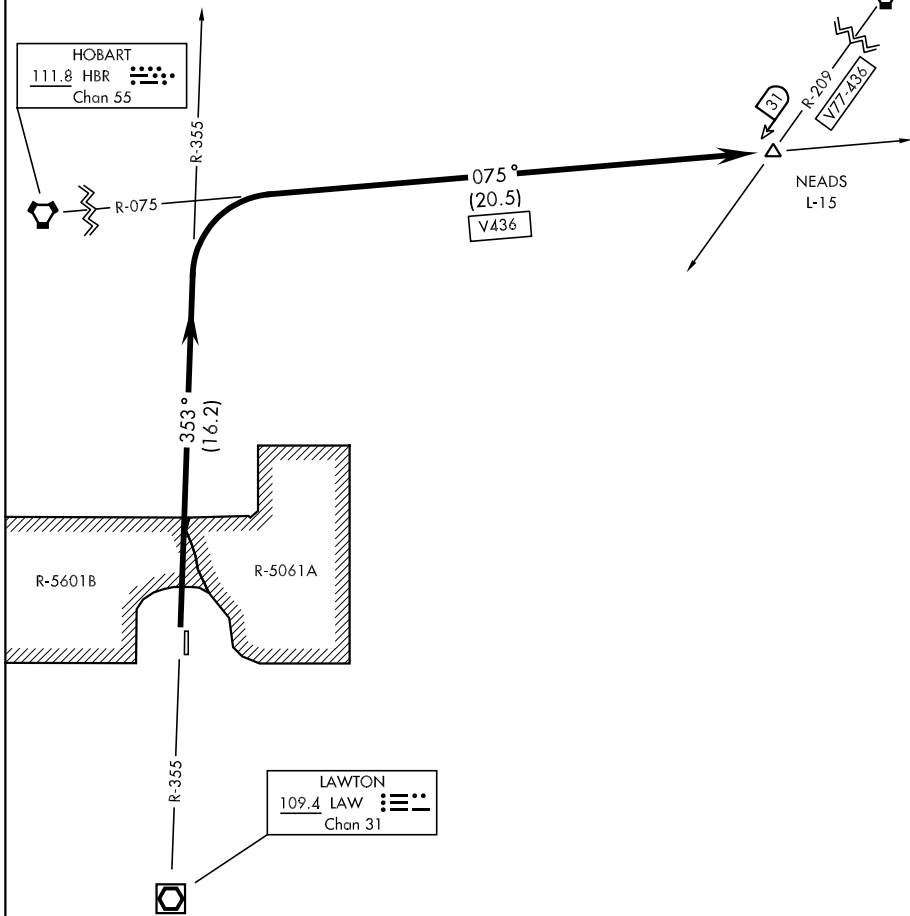
FORT SILL, OKLAHOMA

ATIS 135.425 354.025  
CLNC DEL  
121.7 279.575  
GND CON  
121.7 279.575  
POST TOWER★  
124.95 229.4  
FT SILL DEP CON  
120.55 307.275

SL-230 [USA]

HOBART  
111.8 HBR  
Chan 55

WILL ROGERS  
114.1 IRW  
Chan 88



## DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).

# NEADS-ONE DEPARTURE (NEADS1 • NEADS)

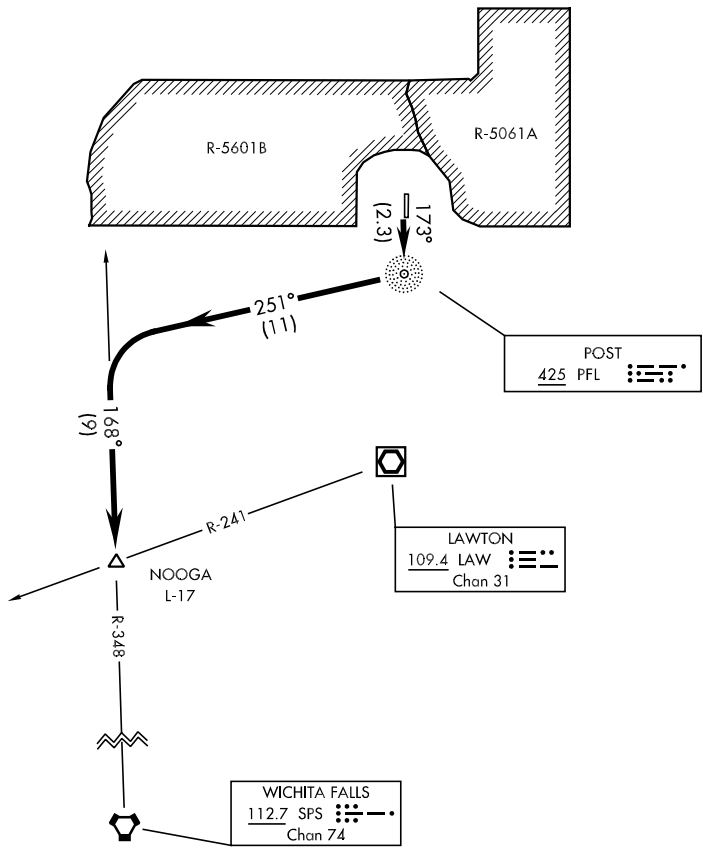
FORT SILL, OKLAHOMA

# NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025  
CLNC DEL  
121.7 279.575  
GND CON  
121.7 279.575  
POST TOWER★  
124.95 229.4  
FT SILL DEP CON  
120.55 307.275



## DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

# NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

SC-1, 17 DEC 2009 to 14 JAN 2010

|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 5000 |
| 172°     | TDZE      | 1187 |
|          | Arpt Elev | 1187 |

AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received,  
use Lawton-Fort Sill Rgnl altimeter setting.  
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

|                                |  |                                     |                                 |                                  |         |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|
| ATIS<br><b>135.425 354.025</b> | FORT SILL APP CON<br><b>N127.3 307.275<br/>S120.55</b> | POST TOWER ★<br><b>124.95 229.4</b> | GND CON<br><b>121.7 279.575</b> | CLNC DEL<br><b>121.7 279.575</b> | ASR/PAR |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|

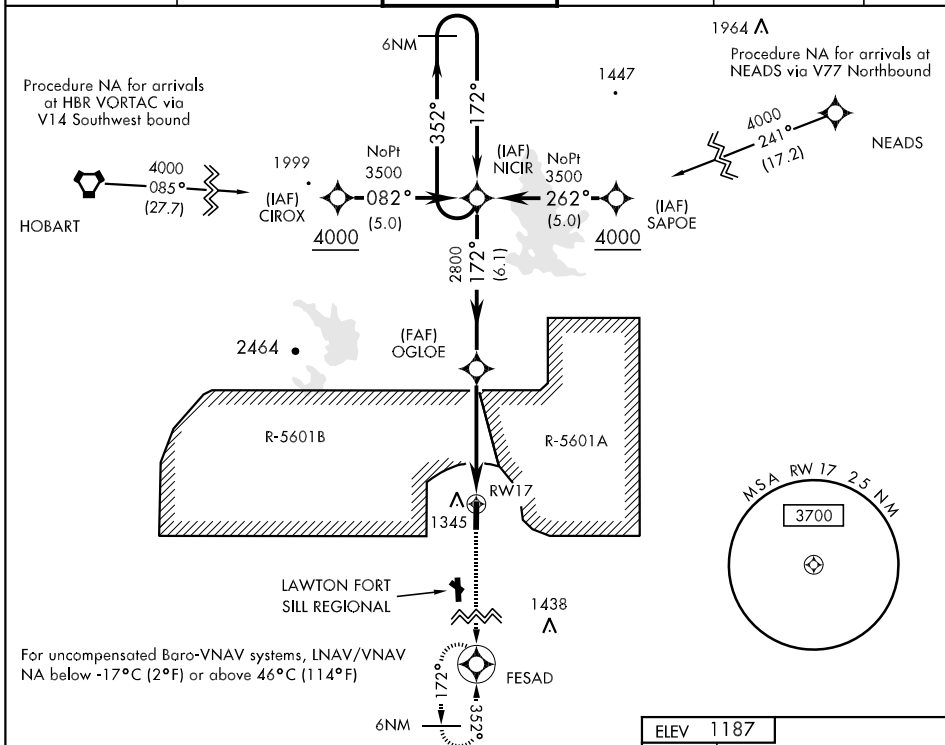


Diagram illustrating a flight path segment from NICIR to RW17, showing distances and headings.

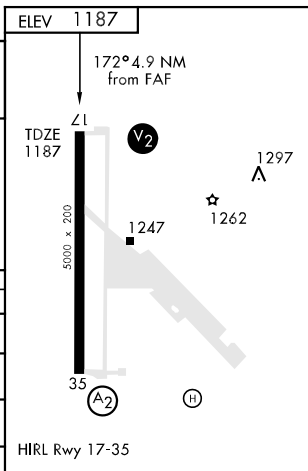
Key points and distances:

- NICIR to OGLOE: 172° heading, 2800 distance.
- OGLOE to RW17: 172° heading, 1.4 NM distance.
- OGLOE to RW17 (Direct): 4.9 NM distance.
- OGLOE to RW17 (Indirect): 6.1 NM distance.

Additional information:

- GS 3.00° TCH 45
- \* LNAV only

| CATEGORY     | A      |             | B                       |                         | C        | D |
|--------------|--------|-------------|-------------------------|-------------------------|----------|---|
| LNAV/VNAV DA | 1742-2 |             | 555                     |                         | (600-2)  |   |
| LNAV MDA     | 1680-1 | 493 (500-1) | 1680-1½<br>493 (500-1½) | 1680-1½<br>493 (500-1½) |          |   |
| CIRCLING     | 1700-1 | 513 (600-1) | 1720-1½<br>533 (600-1½) | 1740-2<br>553 (600-2)   |          |   |
| S-PAR 17     | 1388-¾ |             | 200                     | (200-¾)                 | GS 3.00° |   |



|                         |                              |   |
|-------------------------|------------------------------|---|
| APCH CRS<br><b>352°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>5000</b><br><b>1187</b><br><b>1187</b> |
|-------------------------|------------------------------|---|

AL-230 [USA]

HENRY POST AAF (KFSI)

\* When ALS inop, increase all CATs vis to 1¼ miles.  
 \*\* When ALS inop, increase CAT AB vis to 1 mile,  
 CAT C vis to 1¼ miles, CAT D vis to 1½ miles..



MISSED APPROACH: Climb to 3500 direct NICIR  
 and hold.

ATIS  
**135.425 354.025**

FORT SILL APP CON  
**N127.3 307.275**  
**S120.55**

POST TOWER ★  
**124.95 229.4**

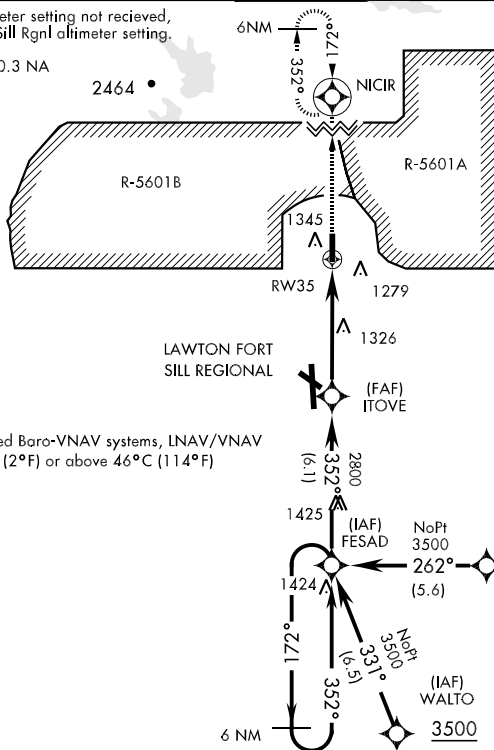
GND CON  
**121.7 279.575**

CLNC DEL  
**121.7 279.575**

ASR/PAR

When local alimeter setting not recieved,  
 use Lawton-Fort Sill Rgnl alimeter setting.

DME/DME RNP-0.3 NA



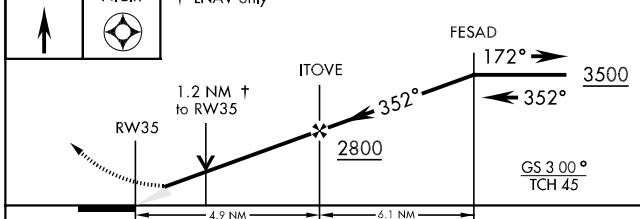
For uncompensated Baro-VNAV systems, LNAV/VNAV  
 NA below -17°C (2°F) or above 46°C (114°F)

3500

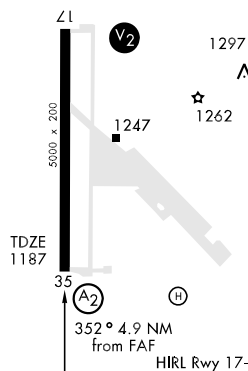
NICIR

† LNAV only

ELEV 1187



| CATEGORY          | A       | B           | C                       | D                            |
|-------------------|---------|-------------|-------------------------|------------------------------|
| LNAV/VNAV *<br>DA | 1512-1  |             | 325                     | (400-1)                      |
| LNAV MDA **       | 1640-¾  | 453 (500-¾) | 1640-1<br>453 (500-1)   | 1640-1¼<br>453 (500-1¼)      |
| CIRCLING          | 1700-1  | 513 (600-1) | 1720-1½<br>533 (600-1½) | 1740-2<br>553 (600-2)        |
| S-PAR 35          | 1388/24 | 200 (200-½) | GS 3.00°                | 1388/40 200 (200-¾) GS 3.00° |



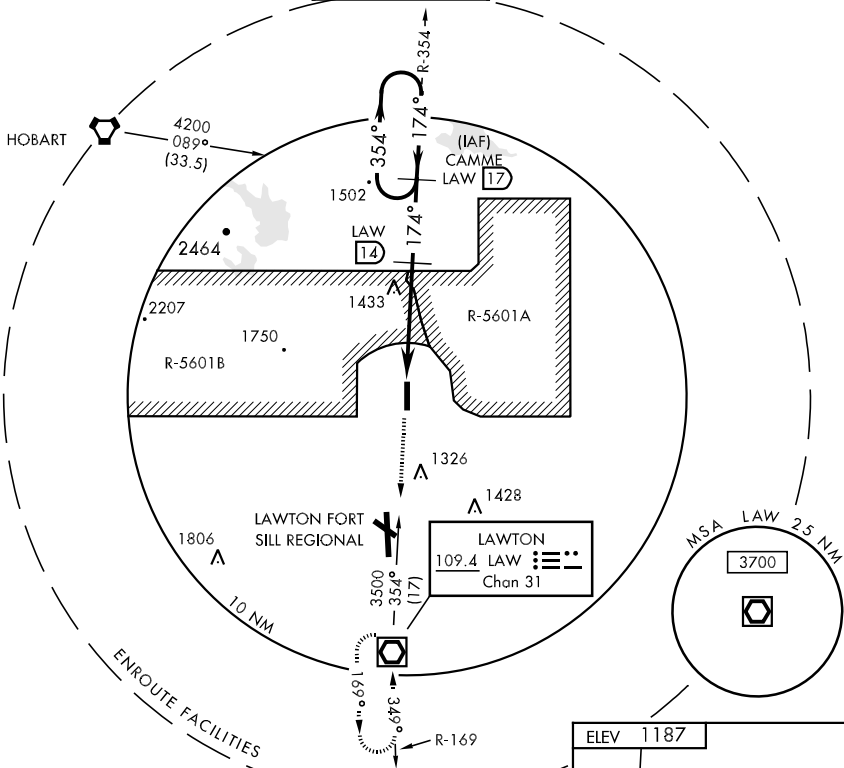
VOR/DME LAW  
**109.4**  
Chan **31**APCH CRS  
**174°**Rwy Idg **5000**  
TDZE **1188**  
Arpt Elev **1187**

AL-230 [USA]

HENRY POST AAF (KFSl)

Radar required for holding above 6000',  
or speeds greater than 175 KIAS.MISSED APPROACH: Climb straight ahead  
to 3000 direct to LAW VOR/DME and hold.ATIS  
**135.425 354.025**FORT SILL APP CON  
**N127.3 307.275**  
**S120.55**POST TOWER ★  
**124.95 229.4**GND CON  
**121.7 279.575**CLNC DEL  
**121.7 279.575**

ASR/PAR

3000  
↑LAW  
**109.4**LAW  
**9.6**LAW  
**14**CAMME  
LAW **17**

3500

3500

Procedure turn NA

CATEGORY

A

B

C

D

S-17

1700-1 512 (600-1)

1700-1½

1700-1¾

CIRCLING

1700-1 512 (600-1)

1720-1½

1740-2

S-PAR 17

1388-¾ 200

(200-¾)

GS 3.00°

ELEV **1187**174° 7.4 NM  
from FAFTDZE  
**1188**

5000 x 200

35

Z1

V2

1247

1297

A

1262

A2

H

HIRL Rwy 17-35

VOR/DME LAW  
**109.4**  
Chan **31**

APCH CRS  
**355°**

Rwy Idg **5000**  
TDZE **1188**  
Arpt Elev **1187**

AL-230 [USA]

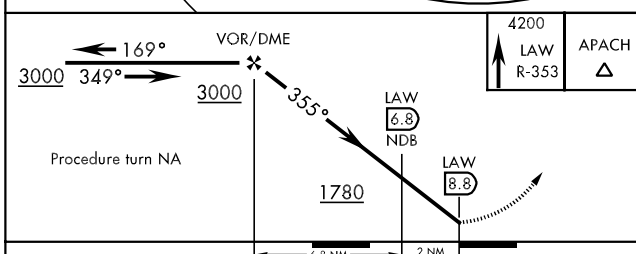
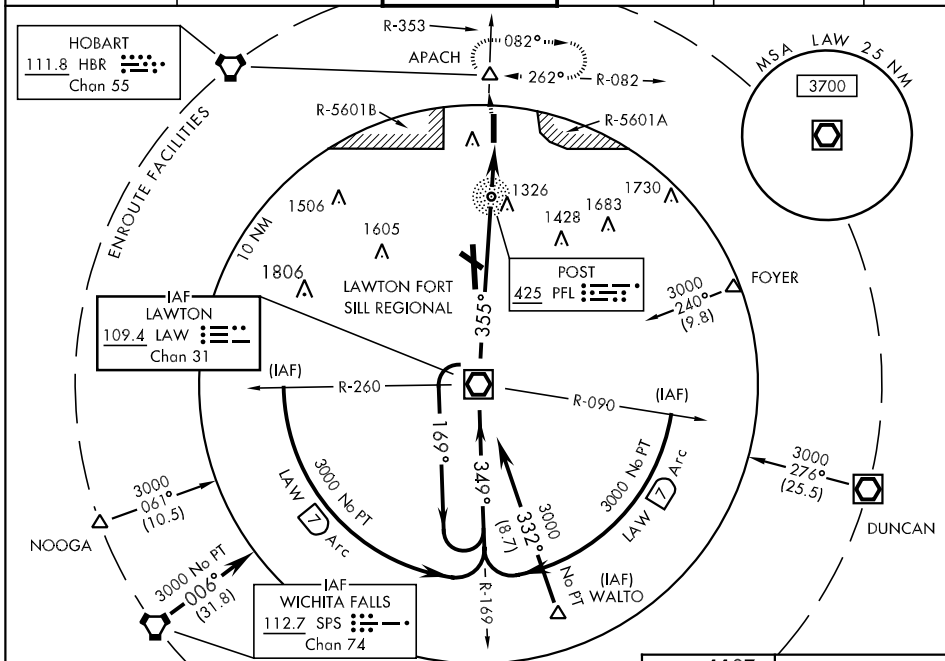
HENRY POST AAF (KFSI)

(A2)

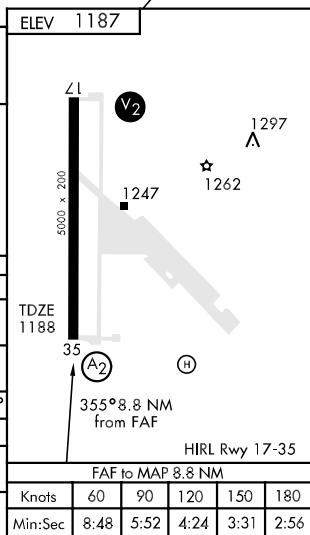


MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

|                                |  |                                     |                                 |                                  |         |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|
| ATIS<br><b>135.425 354.025</b> | FORT SILL APP CON<br><b>N127.3 307.275</b><br><b>S120.55</b> | POST TOWER ★<br><b>124.95 229.4</b> | GND CON<br><b>121.7 279.575</b> | CLNC DEL<br><b>121.7 279.575</b> | ASR/PAR |
|--------------------------------|--|-------------------------------------|---------------------------------|----------------------------------|---------|



| CATEGORY             | A                   | B                    | C                    | D                    |
|----------------------|---------------------|----------------------|----------------------|----------------------|
| S-35                 | 1780/40 592 (600-¾) | 1780/60 592 (600-1¼) | 1780-1½ 592 (600-1½) | 1780-1½ 592 (600-1½) |
| CIRCLING             | 1780-1 592 (600-1)  | 1780-1½ 592 (600-1½) | 1780-2 592 (600-2)   | 1780-2 592 (600-2)   |
| S-PAR 35             | 1388/24 200 (200-½) | 1388/40 200 (200-¾)  | GS 3.00°             |                      |
| DME/PFL NDB MINIMUMS |                     |                      |                      |                      |
| S-35                 | 1640/40 452 (500-¾) | 1640/50 452 (500-1)  | 1640/60 452 (500-1¼) |                      |
| CIRCLING             | 1680-1 492 (500-1)  | 1680-1½ 492 (500-1½) | 1740-2 552 (600-2)   |                      |



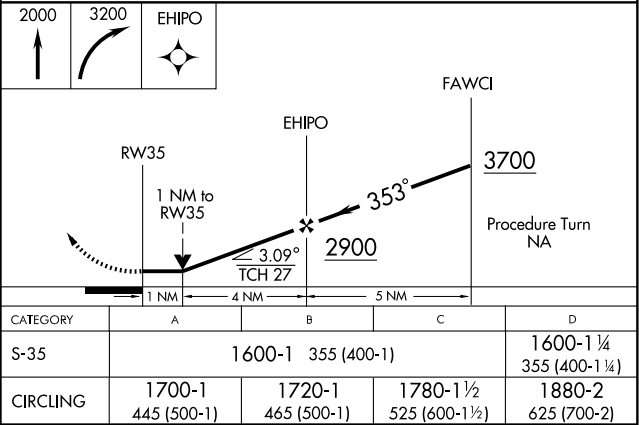
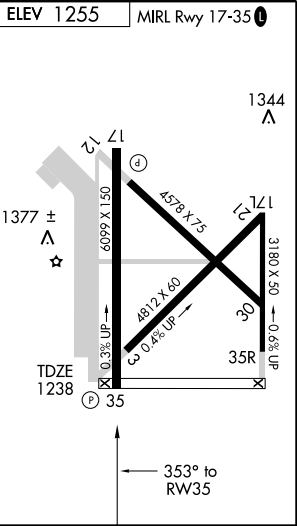
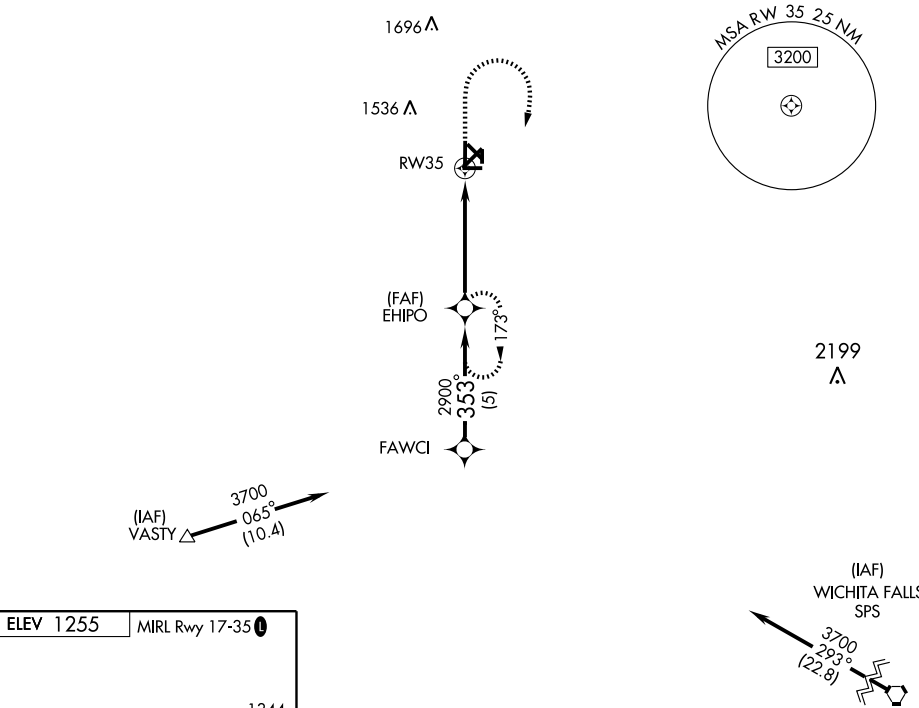
GPS RWY 35  
FREDERICK RGNL (FDR)

|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>353° | Rwy Idg<br>TDZE<br>Apt Elev | 6099<br>1238<br>1255 |
|-----------------|-----------------------------|----------------------|



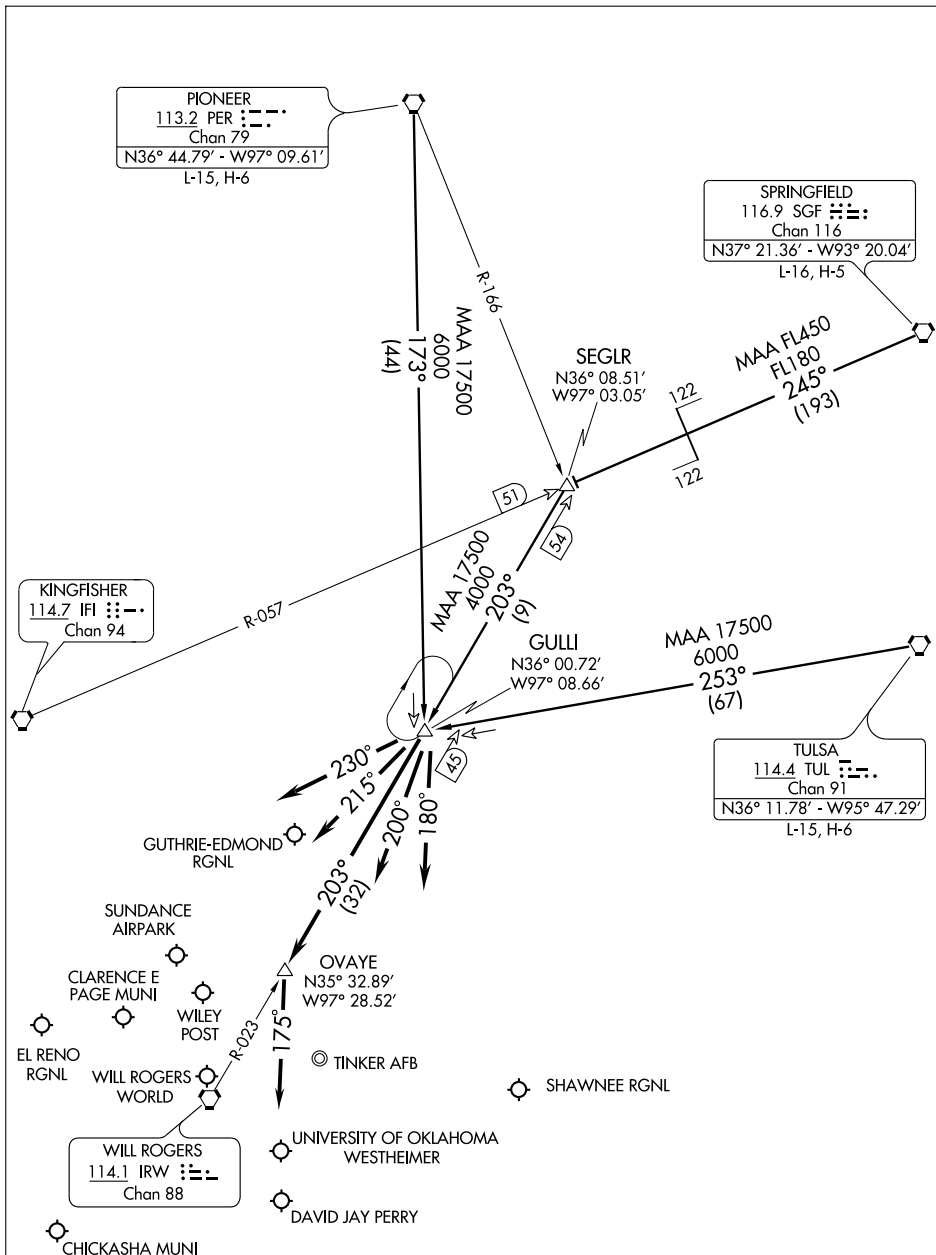
MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct EHIPO and hold.

|                 |                                  |                           |
|-----------------|----------------------------------|---------------------------|
| ASOS<br>132.675 | ALTUS APP CON ★<br>125.1 257.725 | UNICOM<br>123.05 (CTAF) 0 |
|-----------------|----------------------------------|---------------------------|



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

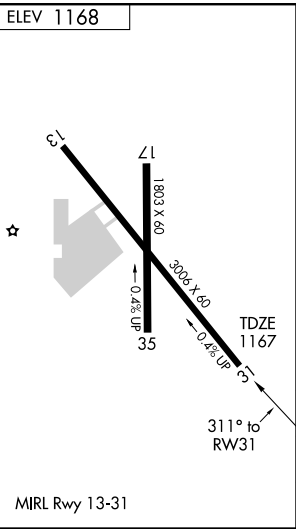
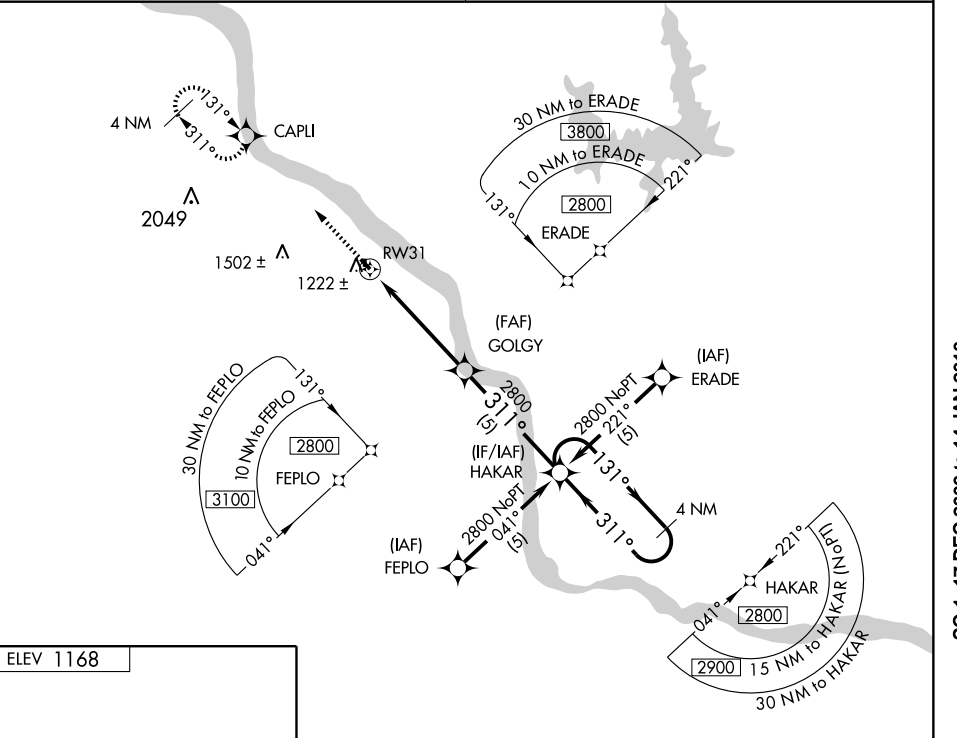
. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3006 |
| 311°    | TDZE     | 1167 |
|         | Apt Elev | 1168 |

|      |   |   |
|------|---|---|
| ▲ NA | Use Will Rogers World altimeter setting.<br>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.<br>BARO VNAV NA. | MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold. |
|------|---|---|

|                                    |                        |
|------------------------------------|------------------------|
| OKE CITY APP CON<br>120.45 288.325 | UNICOM<br>122.7 (CTAF) |
|------------------------------------|------------------------|



|  |  |  |  |
|--|--|--|--|
| <div><div>3100</div><div>311° CRS</div><div>CAPLI</div><div></div></div> |  | <div><div>GOLGY</div><div>HAKAR</div><div>4 NM</div><div>Holding Pattern</div></div> |  |
| <div><div>RW31</div><div></div></div>                                    |  |  |  |

▼

NA

Use Will Rogers World altimeter setting.

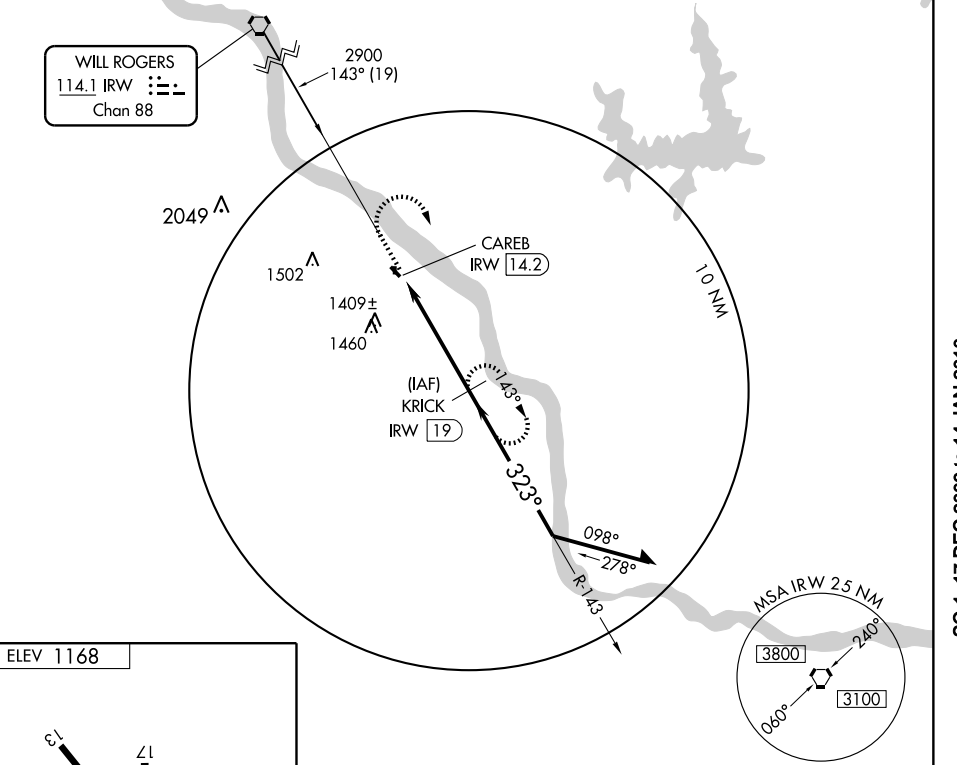
MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

OKE CITY APP CON

120.45 288.325

UNICOM

122.7 (CTAF)



ELEV 1168

☆

31

35

323° 4.8 NM from FAF

1803 X 60

3005 X 60

TDZE 1167

MIRL Rwy 13-31

| Knots   | 60 | 90 | 120 | 150 | 180 |
|---------|----|----|-----|-----|-----|
| Min:Sec |    |    |     |     |     |

|      |           |        |        |        |                     |
|------|-----------|--------|--------|--------|---------------------|
| 2000 | 2800      | KRICK  | KRICK  |        | Remain within 10 NM |
| ↑    | IRW R-143 | IRW 19 | IRW 19 | IRW 19 |                     |

CAREB IRW 14.2

323°

3.17° TCH 40

4.8 NM

2800

143°


323°

2800

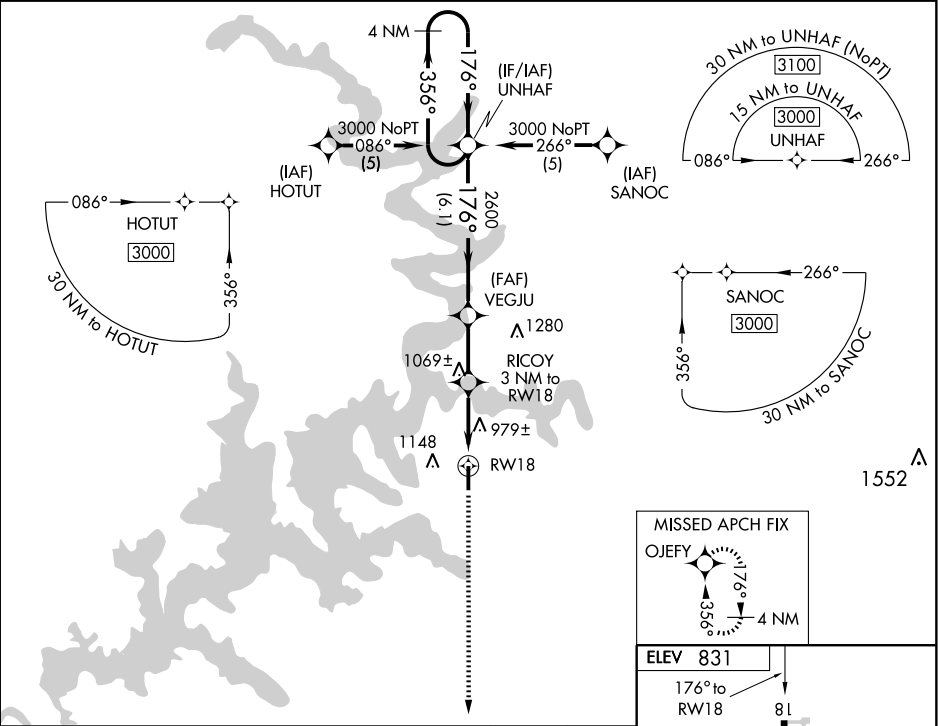
| CATEGORY | A                  | B | C                    | D  |
|----------|--------------------|---|----------------------|----|
| S-31     | 1780-1 613 (700-1) |   | 1780-1¾ 613 (700-1¾) | NA |
| CIRCLING | 1780-1 612 (700-1) |   | 1780-1¾ 612 (700-1¾) | NA |

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58308</b><br><b>W18A</b> | APP CRS<br><b>176°</b> | Rwy Idg <b>5200</b><br>TDZE <b>826</b><br>Apt Elev <b>831</b> |
|--|------------------------|---|

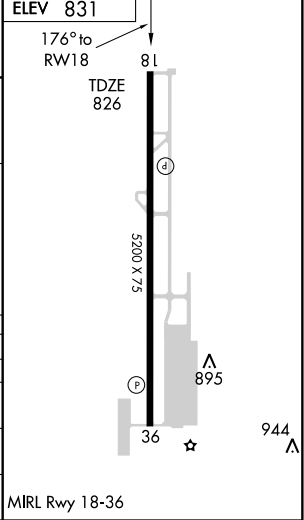
RNAV (GPS) RWY 18  
GROVE MUNI (GMJ)

|  |   |
|--|---|
|  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climb to 3000 direct OJEFY and hold. |
|--|---|

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>119.025</b> | KANSAS CITY CENTER<br><b>128.8 354.1</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|--|-------------------------------|



|   |         |              |                         |                    |       |
|---|---------|--------------|-------------------------|--------------------|-------|
| 4 NM Holding Pattern                    |         | * LNAV only. |                         | 3000               | OJEFY |
| UNHAF                                   |         | VEGJU        |                         | RICOY 3 NM to RW18 | RW18  |
| 3000                                    |         | 2600         |                         | *1820              |       |
| VGSI and RNAV glidepath not coincident. |         |              |                         |                    |       |
| GS 3.00°                                |         |              |                         |                    |       |
| TCH 40                                  |         |              |                         |                    |       |
|   |         | 6.1 NM       |                         | 2.4 NM             | 3 NM  |
| CATEGORY                                | A       | B            | C                       | D                  |       |
| LPV DA                                  | 1153-1¼ | 327 (400-1¼) |                         | NA                 |       |
| LNAV/VNAV DA                            | 1346-2  | 520 (600-2)  |                         | NA                 |       |
| LNAV MDA                                | 1240-1  | 414 (500-1)  | 1240-1¼<br>414 (500-1¼) | NA                 |       |
| CIRCLING                                | 1500-1  | 669 (700-1)  | 1500-1¾<br>669 (700-1¾) | NA                 |       |



APP CRS 356°  
Rwy Idg 5200  
TDZE 830  
Apt Elev 830

RNAV (GPS) RWY 36  
GROVE MUNI (GMLJ)



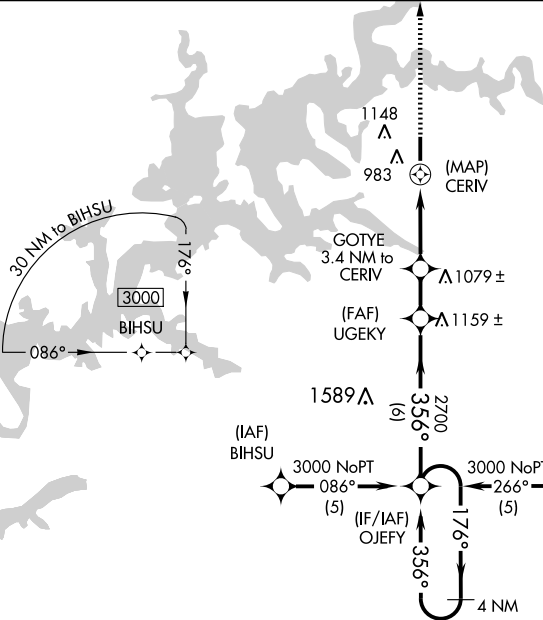
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

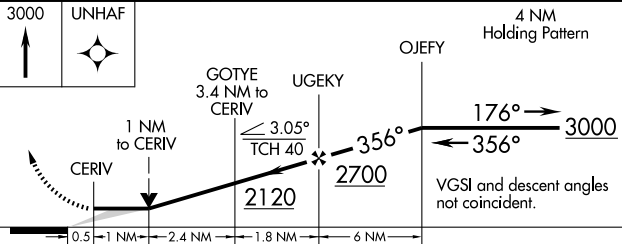
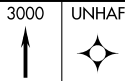
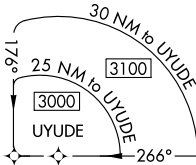
AWOS-3  
119.025

KANSAS CITY CENTER  
128.8 354.1

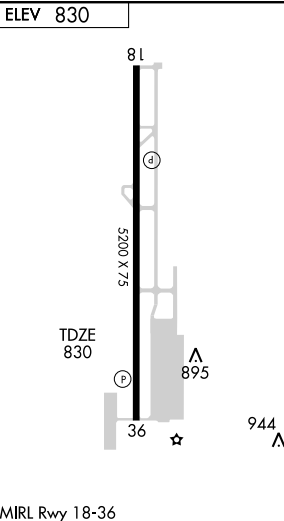
UNICOM  
122.8 (CTAF)



MISSED APCH FIX



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| RNAV MDA | 1280-1 | 450 (500-1) | 1280-1¼<br>450 (500-1¼) | NA |
| CIRCLING | 1500-1 | 670 (700-1) | 1500-1¼<br>670 (700-1¼) | NA |



GROVE, OKLAHOMA

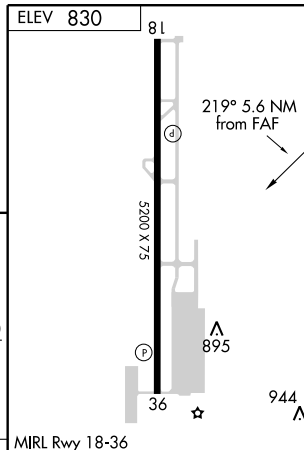
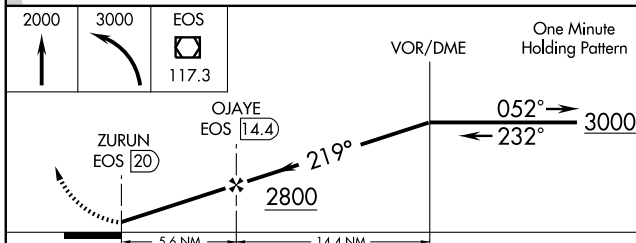
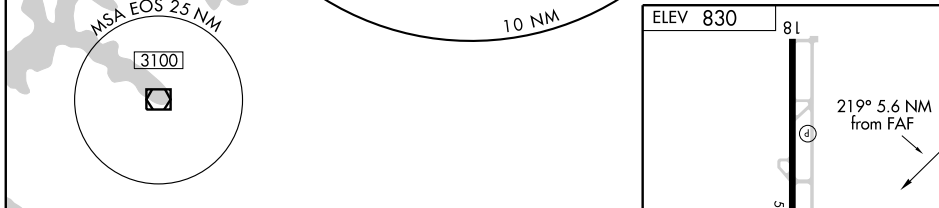
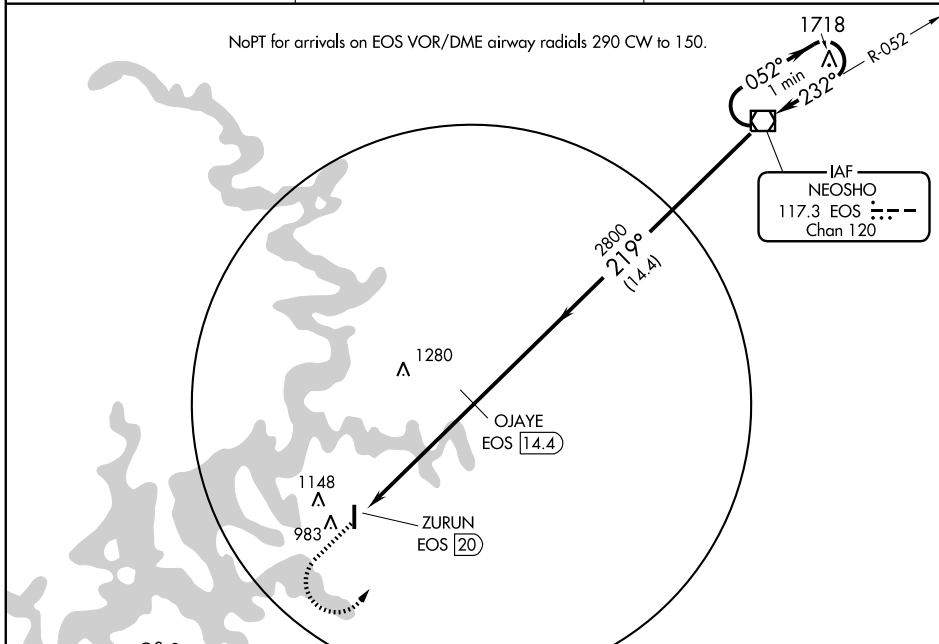
AL-6721 (FAA)

|  |                        |   |                          |
|--|------------------------|---|--------------------------|
| VOR/DME EOS<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>219°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>830</b> | N/A<br>N/A<br><b>830</b> |
|--|------------------------|---|--------------------------|

**VOR/DME-A**  
GROVE MUNI (GMJ)

|  |   |
|--|---|
|  | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold. |
|--|---|

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>119.025</b> | KANSAS CITY CENTER<br><b>128.8 354.1</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|--|-------------------------------|

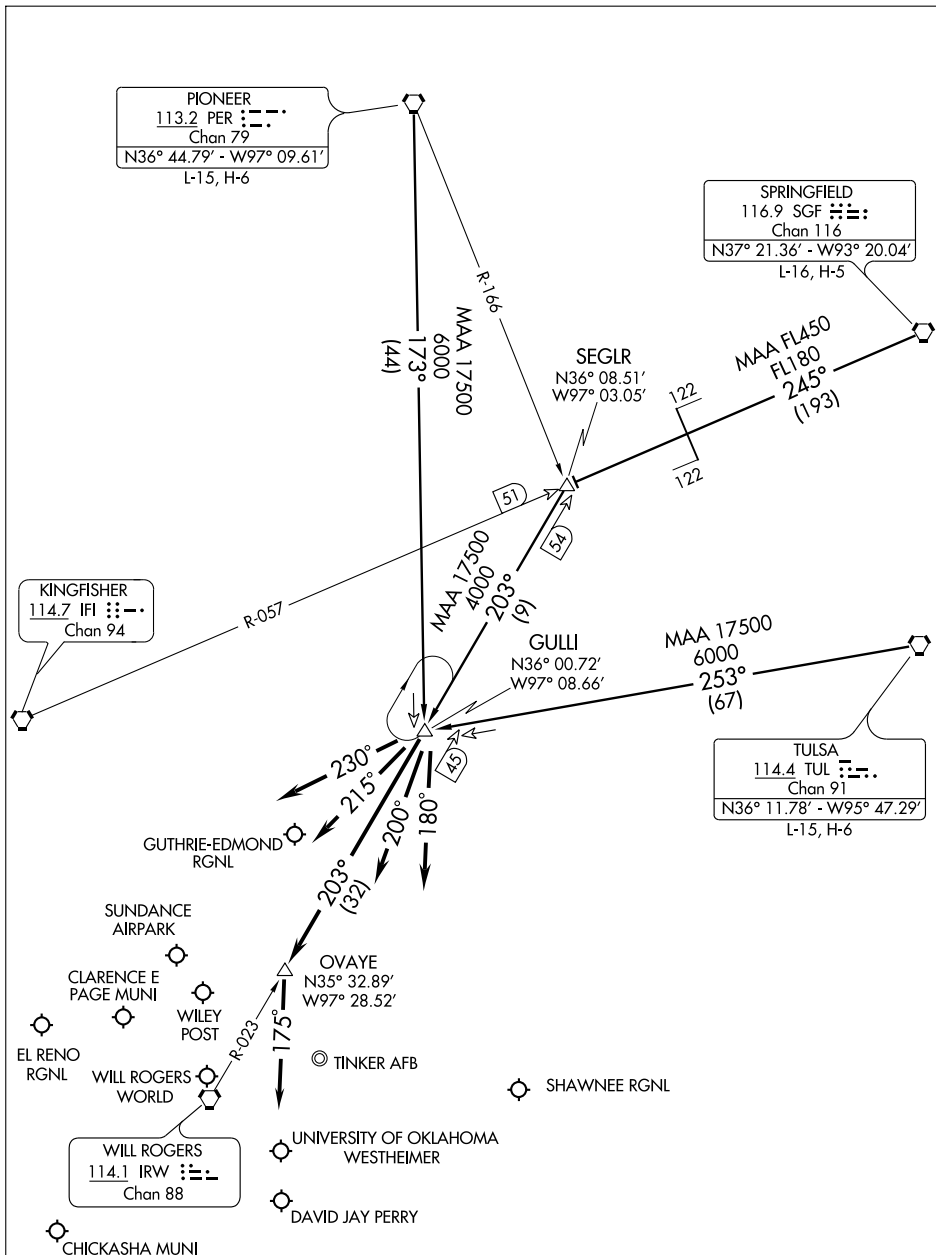


| CATEGORY | A                     | B                       | C                       | D  | Knots   | 60 | 90 | 120 | 150 | 180 |
|----------|-----------------------|-------------------------|-------------------------|----|---------|----|----|-----|-----|-----|
| CIRCLING | 1500-1<br>670 (700-1) | 1500-1¼<br>670 (700-1¼) | 1500-1¾<br>670 (700-1¾) | NA | Min:Sec |    |    |     |     |     |

SC-1.17 DEC 2009 to 14 JAN 2010

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

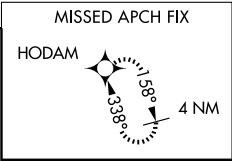
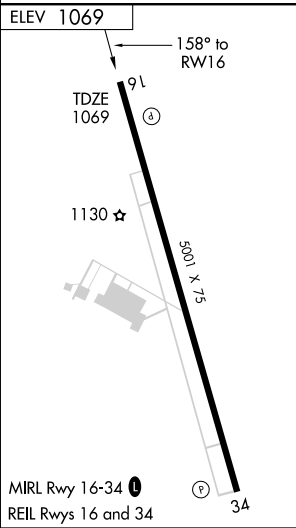
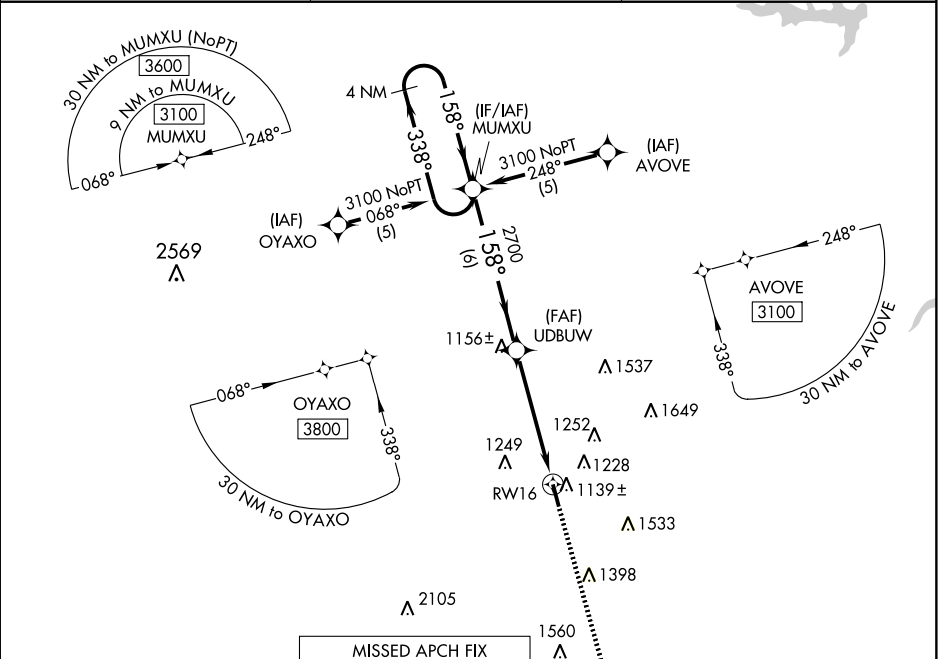
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56308</b><br><b>W16A</b> | APP CRS<br><b>158°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>1069</b><br><b>1069</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 16

GUTHRIE-EDMOND RGNL (GOK)

|  |  |
|--|--|
| <p><b>W</b> DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.</p> <p><b>A</b></p> | <p>MISSED APPROACH: Climb to 3100 direct HODAM and hold.</p> |
|--|--|

|                        |  |  |
|------------------------|--|--|
| ASOS<br><b>133.975</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|------------------------|--|--|



|                      |        |             |       |       |
|----------------------|--------|-------------|-------|-------|
| 4 NM Holding Pattern |        | MUMXU       | 3100  | HODAM |
| 3100                 |        | 338°        | 158°  | 158°  |
| GS 3.00°<br>TCH 45   |        | 2700        | UDBUW |       |
|                      |        | 6 NM        | 4 NM  | 1 NM  |
| CATEGORY             | A      | B           | C     | D     |
| LPV DA               | 1319-1 | 250 (300-1) | NA    |       |
| RNAV MDA             | 1420-1 | 351 (400-1) | NA    |       |
| CIRCLING             | 1540-1 | 471 (500-1) | NA    |       |

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>56607</b><br><b>W34A</b> | APP CRS<br><b>338°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>5001</b><br><b>1069</b> |
|--|------------------------|--|

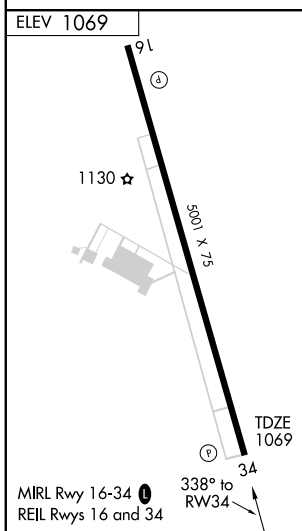
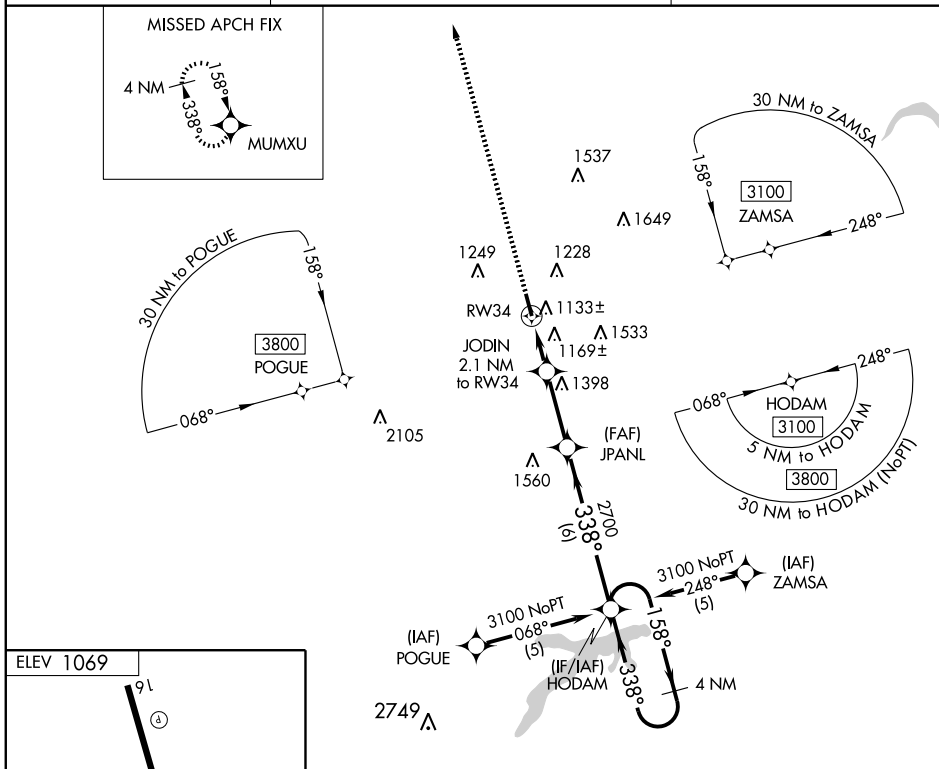
## RNAV (GPS) RWY 34

GUTHRIE-EDMOND RGNL (GOK)

▼ DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.  
 ▲ When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>133.975</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



| 3100       | MUMXU         | JODIN 2.1 NM to RW34 | JPANL | HODAM | 4 NM Holding Pattern |
|------------|---------------|----------------------|-------|-------|----------------------|
| *LNAV only | *1 NM to RW34 | 1760*                | 2700  | 3100  | GS 3.00° TCH 45      |
| 1 NM       | 1.1 NM        | 2.8 NM               | 6 NM  |       |                      |
| CATEGORY   | A             | B                    | C     | D     |                      |
| LPV DA     | 1319-1        | 250 (300-1)          |       |       | NA                   |
| LNAV MDA   | 1420-1        | 351 (400-1)          |       |       | NA                   |
| CIRCLING   | 1540-1        | 471 (500-1)          |       |       | NA                   |

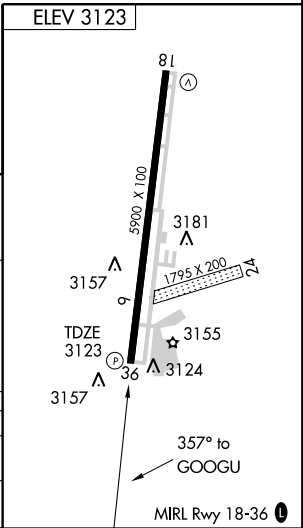
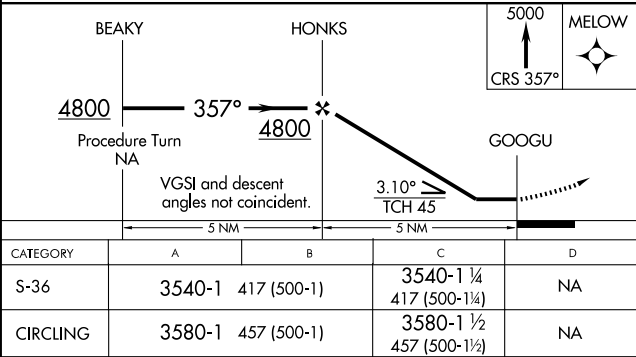
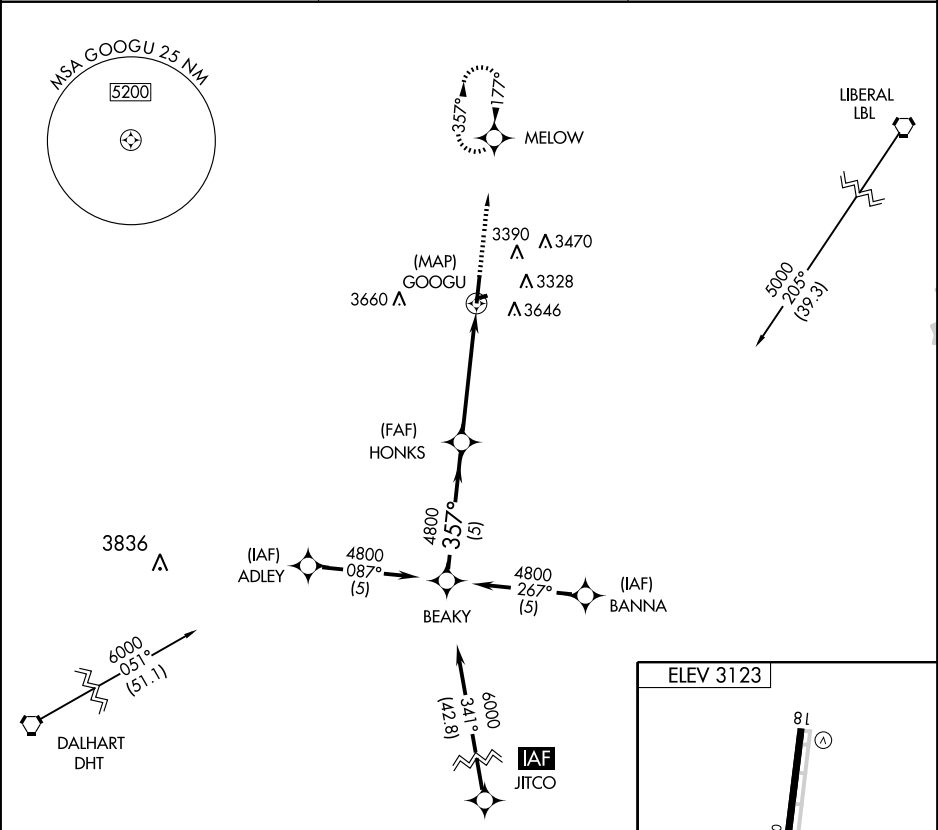
GPS RWY 36  
GUYMON MUNI (GUY)

|                        |                         |
|------------------------|-------------------------|
| APP CRS<br><b>357°</b> | Rwy Idg<br><b>5900</b>  |
|                        | TDZE<br><b>3123</b>     |
|                        | Apt Elev<br><b>3123</b> |

**NA** **IAF** Circling not authorized east of Rwy 18-36.  
ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 5000  
via 357° course to MELOW WP and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>119.925</b> | KANSAS CITY CENTER<br><b>134.0 290.8</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



|                       |                        |  |
|-----------------------|------------------------|--|
| NDB GUY<br><b>275</b> | APP CRS<br><b>177°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5900</b><br><b>3123</b><br><b>3123</b> |
|-----------------------|------------------------|--|

# NDB RWY 18

GUYMON MUNI (GUY)

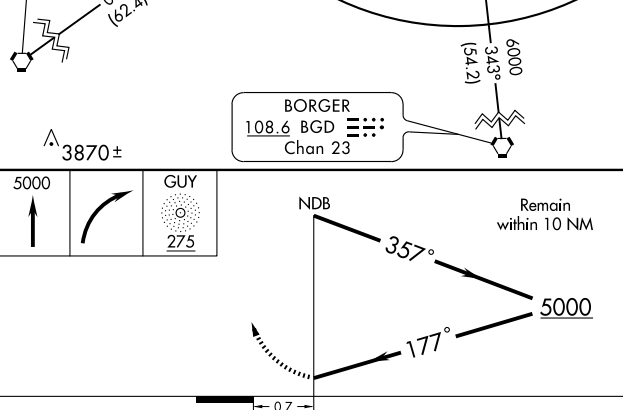
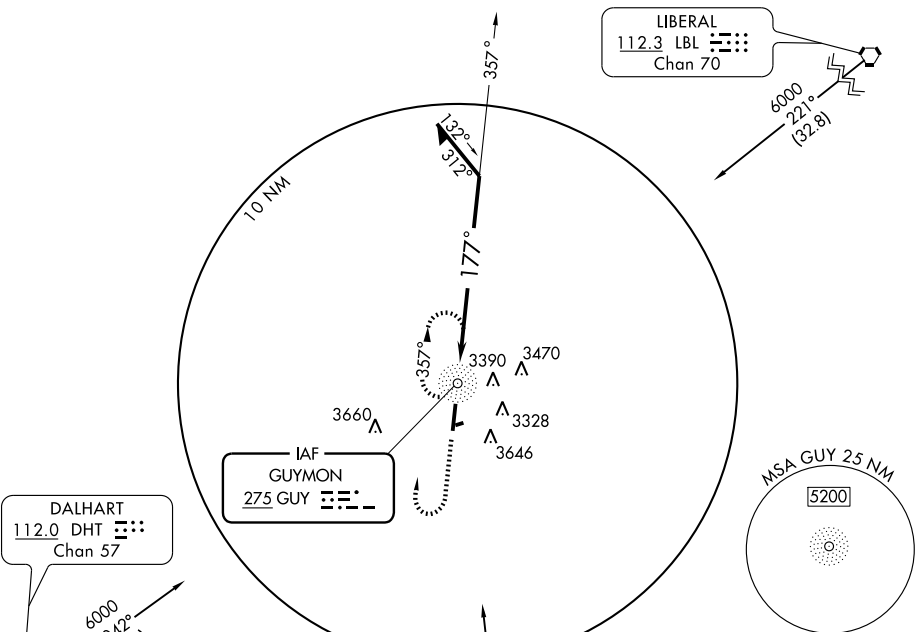
**NA** Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

ASOS  
**119.925**

KANSAS CITY CENTER  
**134.0 290.8**

UNICOM  
**122.7 (CTAF)**



| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| S-18     | 3900-1<br>777 (800-1) | 3900-1¼<br>777 (800-1¼) | 3900-2¼<br>777 (800-2¼) | NA |
| CIRCLING | 3900-1<br>777 (800-1) | 3900-1¼<br>777 (800-1¼) | 3900-2¼<br>777 (800-2¼) | NA |

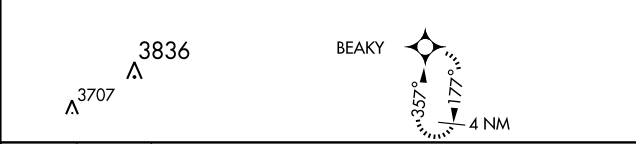
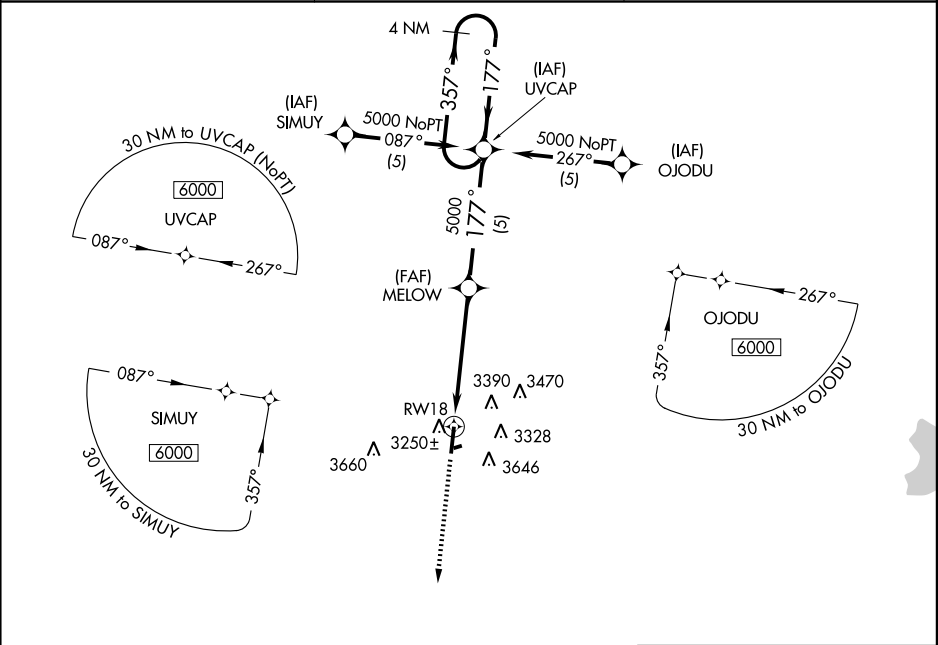
MIRL Rwy 18-36

|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>177° | Rwy Idg<br>TDZE<br>Apt Elev | 5900<br>3123<br>3123 |
|-----------------|-----------------------------|----------------------|

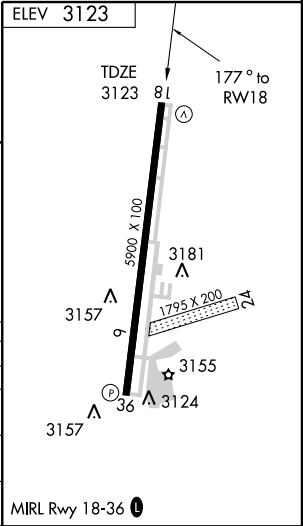
RNAV (GPS) RWY 18  
GUYMON MUNI (GUY)

|  |   |
|--|---|
|  Circling not authorized east of Rwy 18-36.<br> DME/DME RNP-0.3 required.<br>DME/DME RNP-0.3 not authorized. | MISSED APPROACH: Climb to 5000 direct<br>BEAKY WP and hold. |
|--|---|

|                 |                                   |  |
|-----------------|-----------------------------------|--|
| ASOS<br>119.925 | KANSAS CITY CENTER<br>134.0 290.8 | UNICOM<br>122.7 (CTAF)  |
|-----------------|-----------------------------------|--|



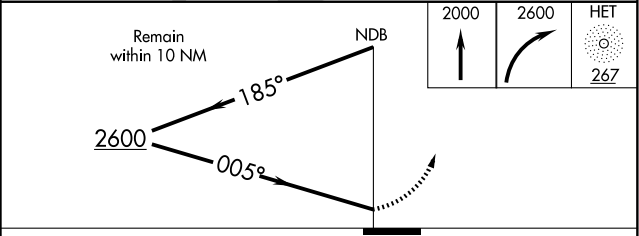
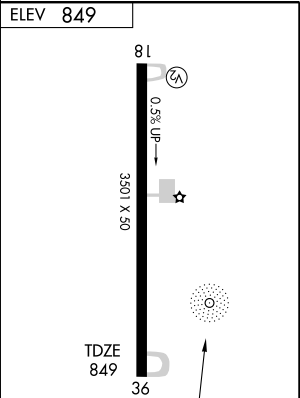
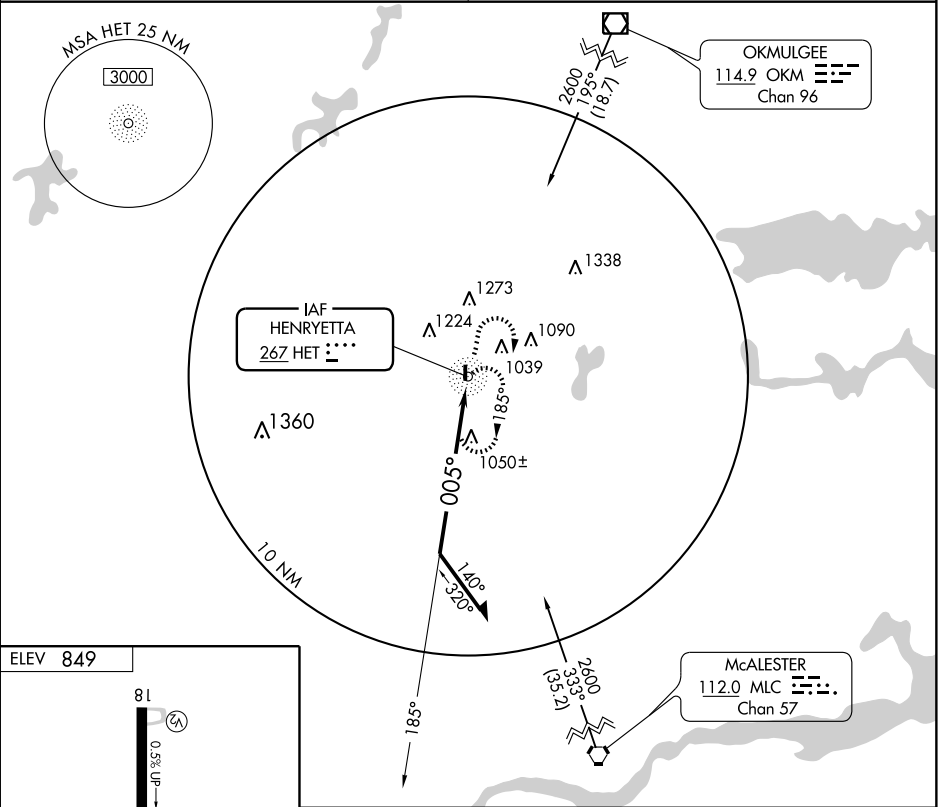
|              |        |             |                         |   |
|--------------|--------|-------------|-------------------------|---|
| 5000         | BEAKY  | MELOW       | UVCAP                   | 4 NM Holding Pattern                    |
| RWY 18       |        |             |                         | 357° → 5000                             |
|              |        |             |                         | 177° ← 5000                             |
|              |        |             |                         | VGSI and descent angles not coincident. |
| CATEGORY     | A      | B           | C                       | D                                       |
| GLS PA DA    |        |             | NA                      |   |
| LNAV/VNAV DA |        |             | NA                      |   |
| LNAV MDA     | 3700-1 | 577 (600-1) | 3700-1½<br>577 (600-1½) | NA                                      |
| CIRCLING     | 3700-1 | 577 (600-1) | 3700-1½<br>577 (600-1½) | NA                                      |



|         |         |          |      |
|---------|---------|----------|------|
| NDB HET | APP CRS | Rwy Idg  | 3501 |
| 267     | 005°    | TDZE     | 849  |
|         |         | Apt Elev | 849  |

NDB RWY 36  
HENRYETTA MUNI (F10)

|  |  |
|--|--|
| <div>▼<br/>▲ NA</div> <div>Use McAlester Rgnl altimeter setting.</div> | MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold. |
| FORT WORTH CENTER<br>132.2 338.35                                      | UNICOM<br>122.8 (CTAF) 0   |



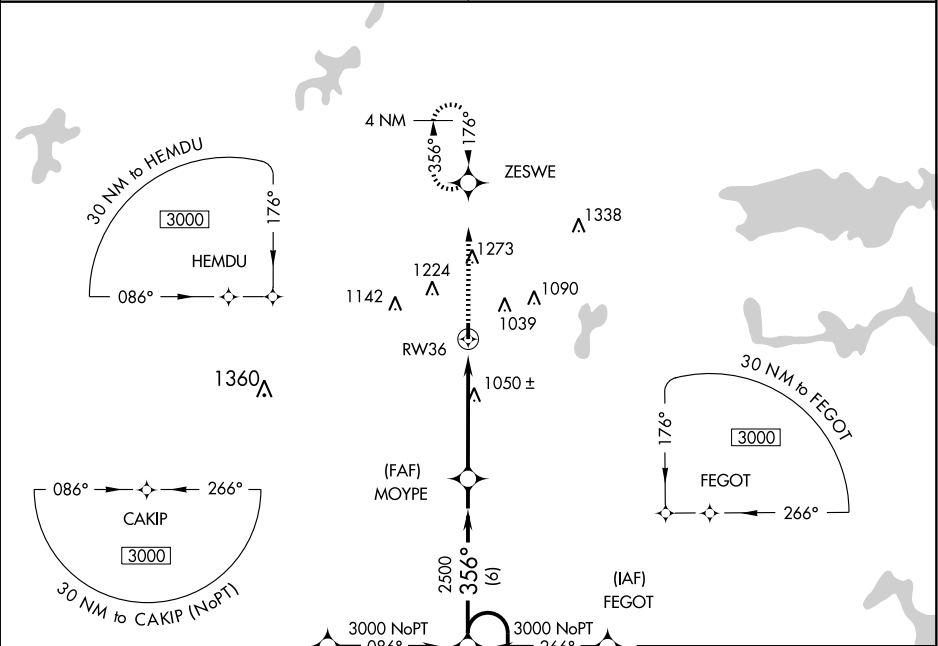
|          |         |              |                           |     |     |     |
|----------|---------|--------------|---------------------------|-----|-----|-----|
| Knots    |         | 60           | 90                        | 120 | 150 | 180 |
| Min:Sec  |         |              |                           |     |     |     |
| CATEGORY | A       | B            | C                         | D   |     |     |
| S-36     | 1540-1¼ | 691 (700-1¼) | 1540-2<br>691 (700-2)     | NA  |     |     |
| CIRCLING | 1540-1¼ | 691 (700-1¼) | 1620-2 ¼<br>771 (800-2 ¼) | NA  |     |     |

Use MCALESter Rgnl altimeter setting.

GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

|  |                                 |
|--|---------------------------------|
| FORT WORTH CENTER<br><b>132.2 338.35</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--|---------------------------------|



2500

ZESWE

4 NM Holding Pattern

CAKIP

MOYPE

RW36

356°

176°

3000

2500

3.04° TCH 40

5 NM

6 NM

| CATEGORY | A       | B            | C                       | D  |
|----------|---------|--------------|-------------------------|----|
| LNAV MDA | 1440-1¼ | 591 (600-1¼) | 1440-1½<br>591 (600-1½) | NA |
| CIRCLING | 1460-1¼ | 611 (700-1¼) | 1620-2¼<br>771 (800-2¼) | NA |

ELEV 849

8L

0.5% UP

3501 X 50

TDZE 849

36

356° to RW36

APP CRS  
173°

Rwy Idg  
4000

TDZE  
1584

Apt Elev  
1587

RNAV (GPS) RWY 17

HINTON MUNI (208)

NA

Use Weatherford altimeter setting; when not received procedure NA.  
DME/DME RNP-0.3 NA. Baro-VNAV NA.

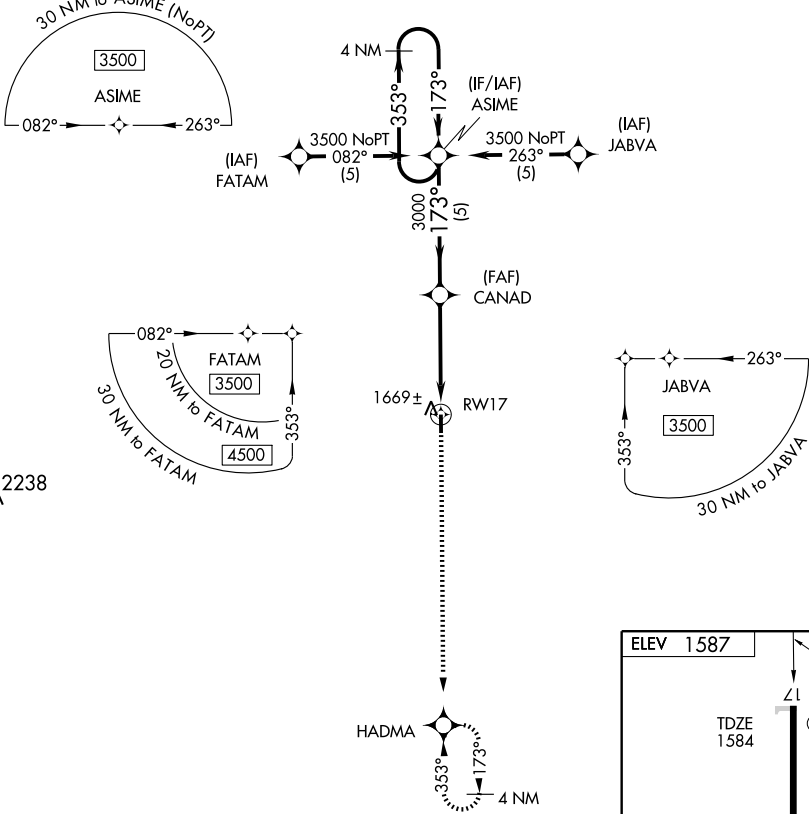
MISSED APPROACH: Climb to 3600  
direct HADMA and hold.

FORT WORTH CENTER

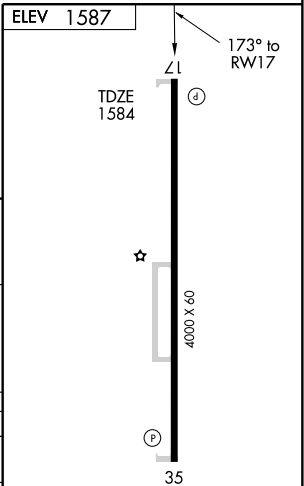
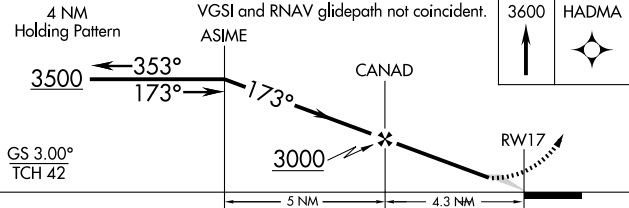
128.4 269.375

UNICOM

123.05 (CTAF)



2238



| CATEGORY       | A       | B            | C  | D |
|----------------|---------|--------------|----|---|
| LNNAV/ VNAV DA | 2000-1½ | 416 (500-1½) | NA |   |
| LNNAV MDA      | 2000-1  | 416 (500-1)  | NA |   |
| CIRCLING       | 2100-1  | 513 (600-1)  | NA |   |

MIRL Rwy 17-35

APP CRS  
353°

|          |             |
|----------|-------------|
| Rwy Idg  | <b>4000</b> |
| TDZE     | <b>1587</b> |
| Apt Elev | <b>1587</b> |

## RNAV (GPS) RWY 35

HINTON MUNI (208)



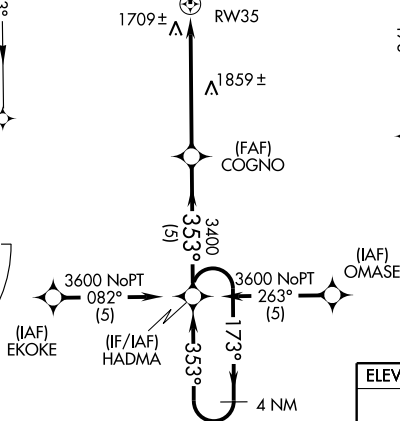
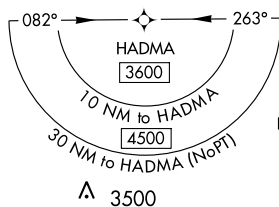
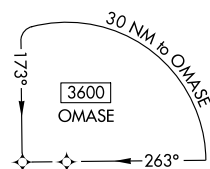
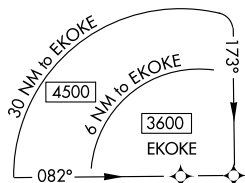
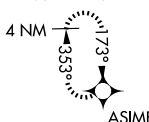
Use Weatherford altimeter setting; when not received procedure NA.  
DME/DME RNP-0.3 NA. Baro-VNAV NA.

**MISSED APPROACH:** Climb to 3500  
direct ASME and hold.

FORT WORTH CENTER  
128.4 269.375

UNICOM  
123.05 (CTAF)

MISSED APCH FIX



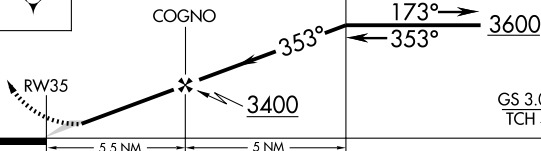
ELEV 1587

SC-1. 17 DEC 2009 to 14 JAN 2010

3.500

ASIMF

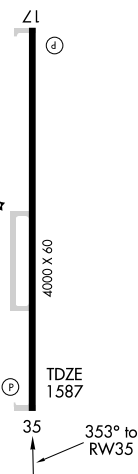
VGSI and RNAV glidepath not coincident.

4 NM  
ding Pattern

GS 3.00°  
TCH 43

| CATEGORY | A                    | B                          | C  | D |
|----------|----------------------|----------------------------|----|---|
| LNAV/DA  | 2052-1 $\frac{3}{4}$ | 465 (500-1 $\frac{3}{4}$ ) | NA |   |
| LNAV/MDA | 2160-1               | 573 (600-1)                | NA |   |
| CIRCLING | 2160-1               | 573 (600-1)                | NA |   |

MIRL Rwy 17-35



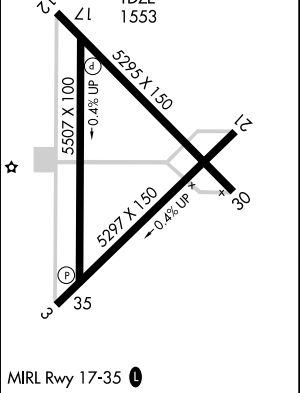
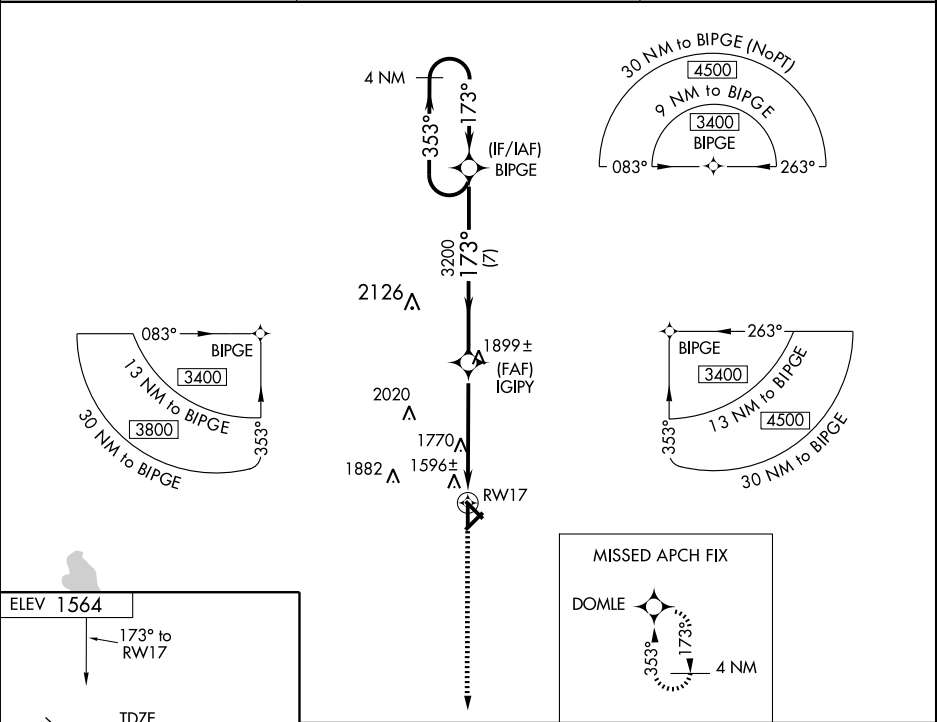
|                 |                             |                      |
|-----------------|-----------------------------|----------------------|
| APP CRS<br>173° | Rwy Idg<br>TDZE<br>Apt Elev | 5507<br>1553<br>1564 |
|-----------------|-----------------------------|----------------------|



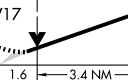
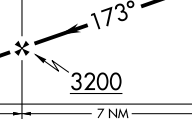
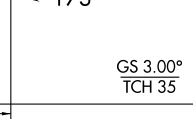
RNAV (GPS) RWY 17  
HOBBART RGNL (HBR)

**⚠** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 1971 feet and all visibilities ¼ mile: increase all MDAs 80 feet, LNAV Cat C and D visibility ¼ mile. VDP and BARO-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

|                 |                                  |                          |
|-----------------|----------------------------------|--------------------------|
| ASOS<br>133.325 | ALTUS APP CON ★<br>125.1 257.725 | UNICOM<br>122.8 (CTAF) 0 |
|-----------------|----------------------------------|--------------------------|



|  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|
| <div>4000<br/>↑</div>  |  | <div>DOMLE<br/></div> |  | <div>4 NM<br/>Holding Pattern</div>  |  | <div>3400</div>  |  |
| <div>* LNAV only</div>   |  | <div>* 1.6 NM<br/>to RW17</div>  |  | <div>IGIPY</div>   |  | <div>BIPGE</div>   |  |
| <div></div> |  | <div></div>           |  | <div></div> |  | <div></div> |  |
| <div>1.6</div>   |  | <div>3.4 NM</div>  |  | <div>7 NM</div>  |  | <div>353° →<br/>← 173°</div>   |  |
| <div>3200</div>  |  | <div>3200</div>  |  | <div>3200</div>  |  | <div>3200</div>  |  |
| <div>GS 3.00°<br/>TCH 35</div>   |  | <div>GS 3.00°<br/>TCH 35</div>   |  | <div>GS 3.00°<br/>TCH 35</div>   |  | <div>GS 3.00°<br/>TCH 35</div>   |  |
| <div>CATEGORY</div>  |  | <div>A</div>   |  | <div>B</div>   |  | <div>C</div>   |  |
| <div>LNAV/<br/>VNAV</div>  |  | <div>DA</div>  |  | <div>1900-1¼ 347 (400-1¼)</div>  |  | <div>1900-1¼ 347 (400-1¼)</div>  |  |
| <div>LNAV MDA</div>  |  | <div>2080-1 527 (600-1)</div>  |  | <div>2080-1½ 527 (600-1½)</div>  |  | <div>2080-1¾ 527 (600-1¾)</div>  |  |
| <div>CIRCLING</div>  |  | <div>2080-1 516 (600-1)</div>  |  | <div>2080-1½ 516 (600-1½)</div>  |  | <div>2120-2 556 (600-2)</div>  |  |

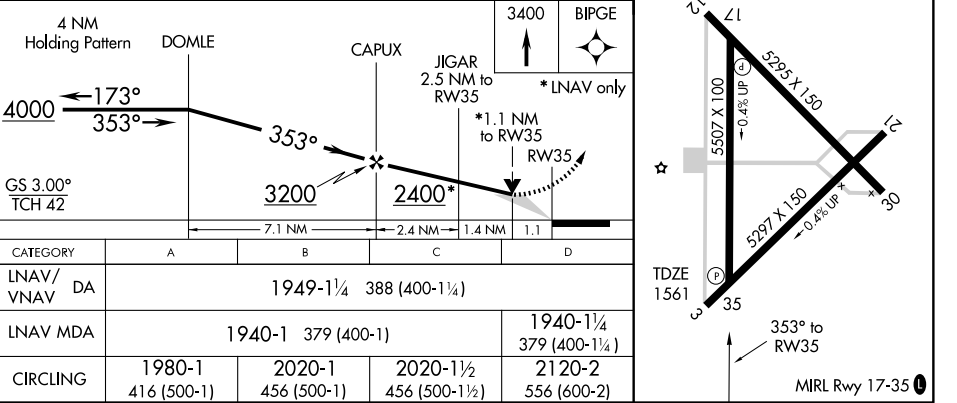
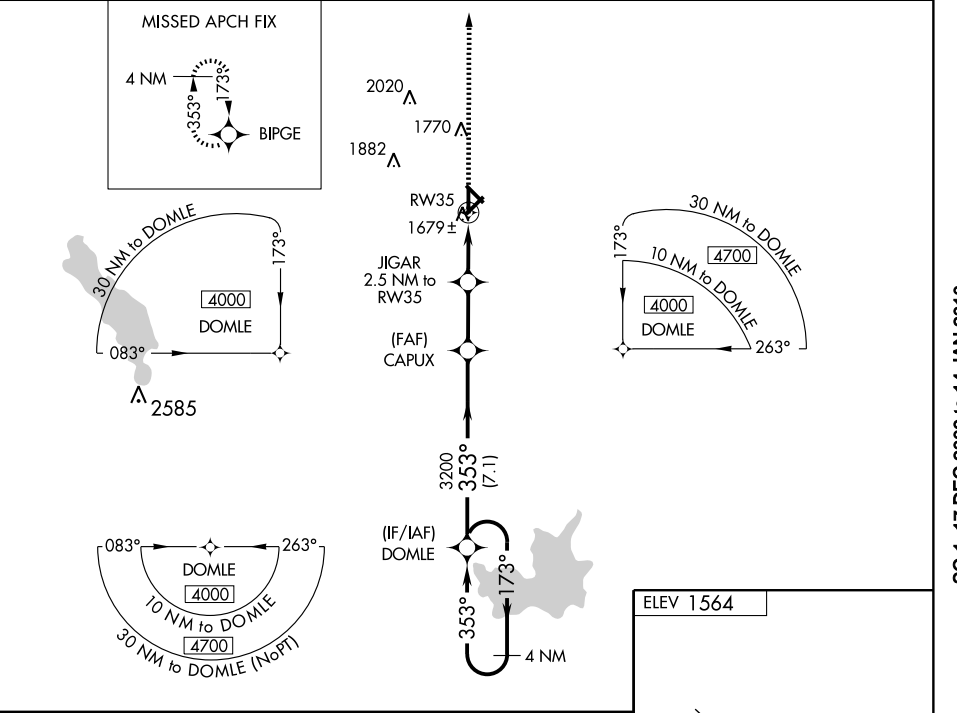
▼

▲

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 2020 feet and all visibilities ½ mile: increase all MDAs 80 feet, Cat C and D visibility ¼ mile. BARO-VNAV and VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

|                 |                                  |                          |
|-----------------|----------------------------------|--------------------------|
| ASOS<br>133.325 | ALTUS APP CON ★<br>125.1 257.725 | UNICOM<br>122.8 (CTAF) 0 |
|-----------------|----------------------------------|--------------------------|



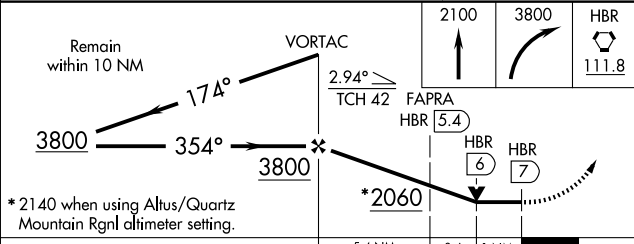
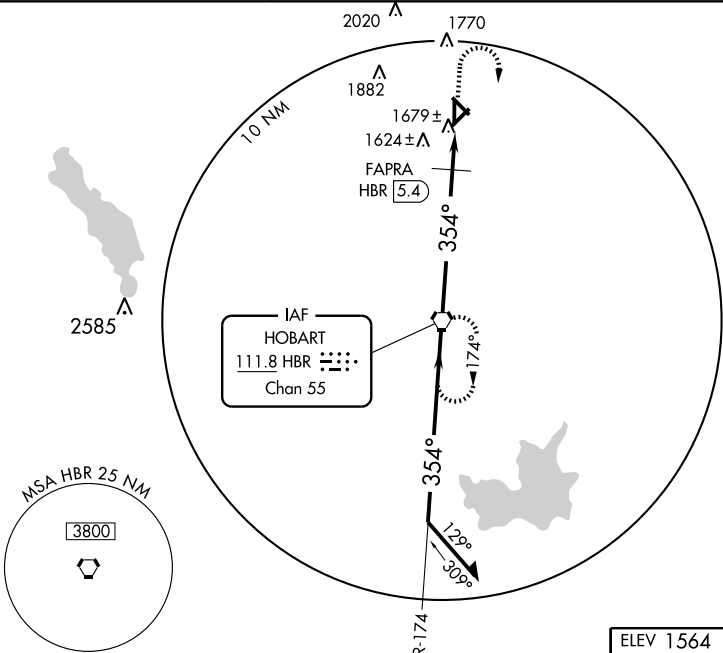
VOR RWY 35  
HOBART RGNL (HBR)

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC HBR | APP CRS | Rwy Idg  | 5507 |
| 111.8      | 354°    | TDZE     | 1561 |
| Chan 55    |         | Apt Elev | 1564 |

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

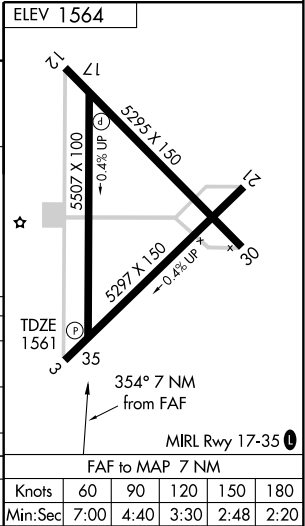
MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

|                 |                                  |                          |
|-----------------|----------------------------------|--------------------------|
| ASOS<br>133.325 | ALTUS APP CON ★<br>125.1 257.725 | UNICOM<br>122.8 (CTAF) ① |
|-----------------|----------------------------------|--------------------------|



| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-35     | 2060-1 | 499 (500-1) | 2060-1¼<br>499 (500-1¼) | 2060-1½<br>499 (500-1½) |
| CIRCLING | 2060-1 | 496 (500-1) | 2060-1½<br>496 (500-1½) | 2120-2<br>556 (600-2)   |

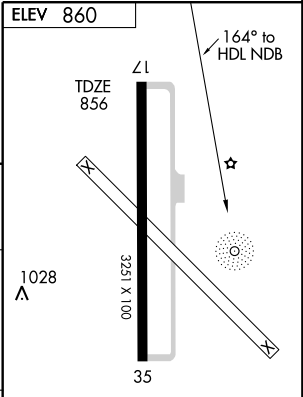
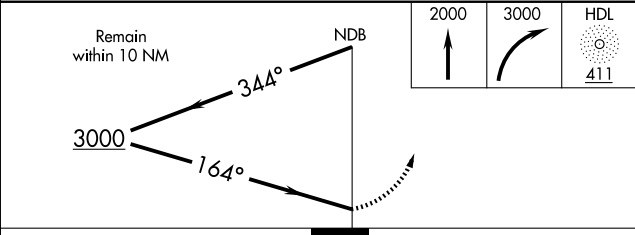
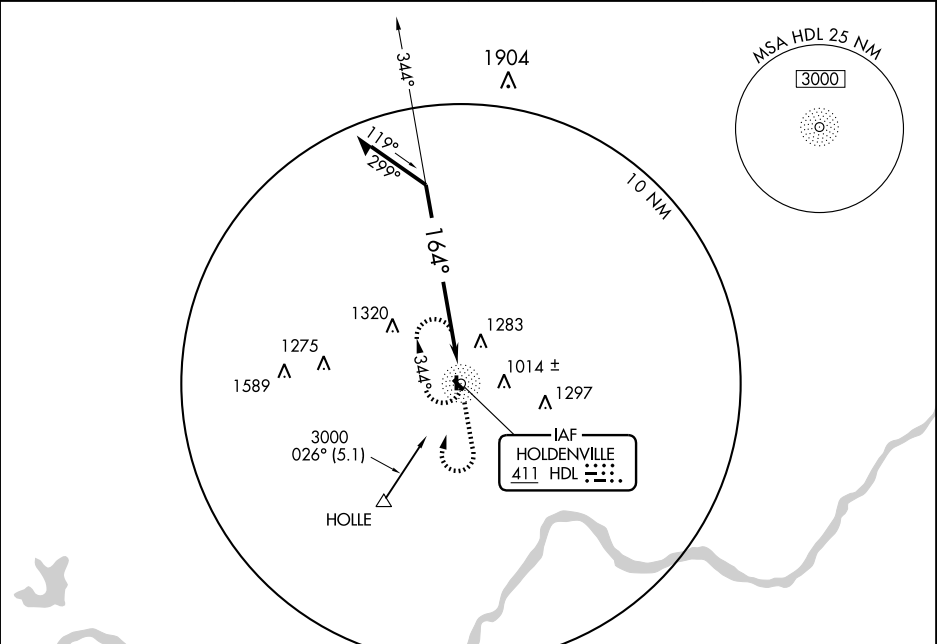
| FAPRA FIX MINIMUMS |                       |                       |                         |                       |
|--------------------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-35               | 1980-1                | 419 (500-1)           | 1980-1¼                 | 419 (500-1¼)          |
| CIRCLING           | 1980-1<br>416 (500-1) | 2020-1<br>456 (500-1) | 2020-1½<br>456 (500-1½) | 2120-2<br>556 (600-2) |



|                       |                        |  |
|-----------------------|------------------------|--|
| NDB HDL<br><b>411</b> | APP CRS<br><b>164°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>3251</b><br><b>856</b><br><b>860</b> |
|-----------------------|------------------------|--|

NDB RWY 17  
HOLDENVILLE MUNI (F99)

|                                       |   |  |                               |
|---------------------------------------|---|--|-------------------------------|
| ▲ NA Use McAlester altimeter setting. |   | MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold. |                               |
| ADA MUNI AWOS-3<br><b>118.725</b>     | McALESTER REGIONAL ASOS<br><b>135.125</b> | FORT WORTH CENTER<br><b>132.2 338.35</b>   | UNICOM<br><b>122.8</b> (CTAF) |



| CATEGORY | A                     | B | C                     | D  |
|----------|-----------------------|---|-----------------------|----|
| S-17     | 1780-1¼ 918 (1000-1¼) |   | 1780-2¾ 918 (1000-2¾) | NA |
| CIRCLING | 1780-1¼ 920 (1000-1¼) |   | 1780-2¾ 920 (1000-2¾) | NA |

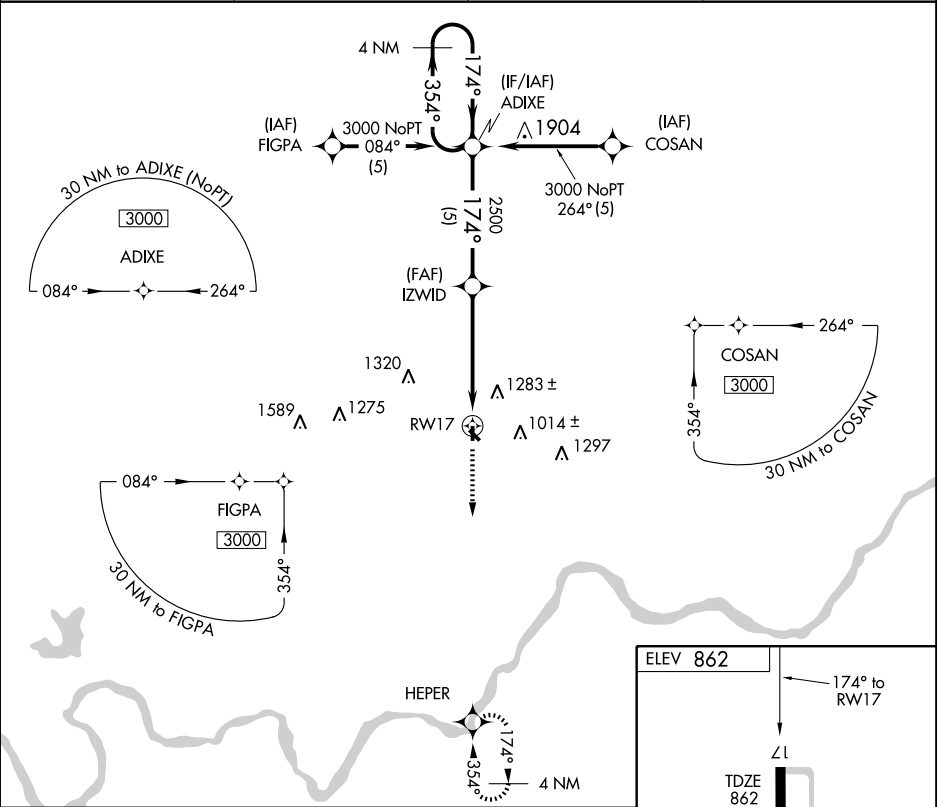
|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |



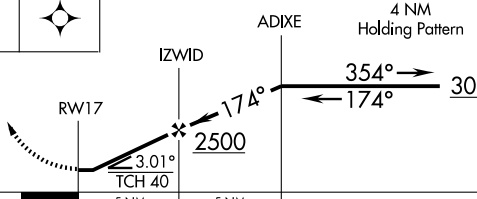
|                        |  |
|------------------------|--|
| APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>3251</b><br><b>862</b><br><b>862</b> |
|------------------------|--|

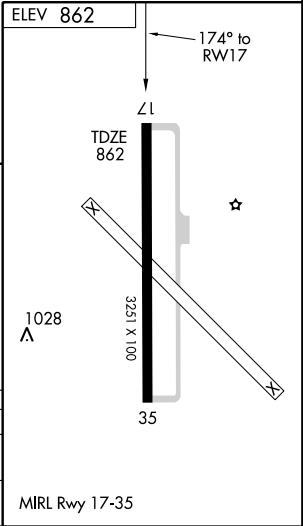
**RNAV (GPS) RWY 17**  
HOLDENVILLE MUNI (F99)

|  |  |
|--|--|
| <b>▲ NA</b> Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | <b>MISSED APPROACH:</b> Climb to 3000 direct HEPER and hold. |
|--|--|

|                                   |   |  |                               |
|-----------------------------------|---|--|-------------------------------|
| ADA MUNI AWOS-3<br><b>118.725</b> | McALESTER REGIONAL ASOS<br><b>135.125</b> | FORT WORTH CENTER<br><b>132.2 338.35</b> | UNICOM<br><b>122.8</b> (CTAF) |
|-----------------------------------|---|--|-------------------------------|



|  |   |                         |                         |    |
|--|---|-------------------------|-------------------------|----|
| 3000   | HEPER   |                         |                         |    |
|   |  |                         |                         |    |
|  |   |                         |                         |    |
| CATEGORY   | A   | B                       | C                       | D  |
| LNAV MDA   | 1520-1 658 (700-1)  |                         | 1520-1¾<br>658 (700-1¾) | NA |
| CIRCLING   | 1520-1<br>658 (700-1)   | 1660-1¼<br>798 (800-1¼) | 1660-2¼<br>798 (800-2¼) | NA |



APP CRS  
354°

Rwy Idg  
TDZE  
Apt Elev

3251  
857  
862

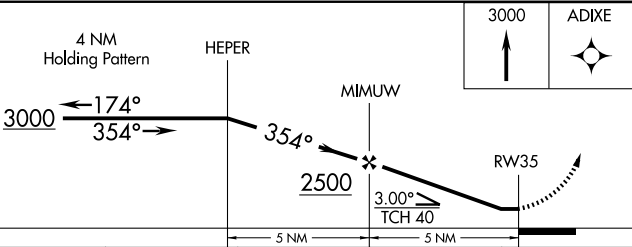
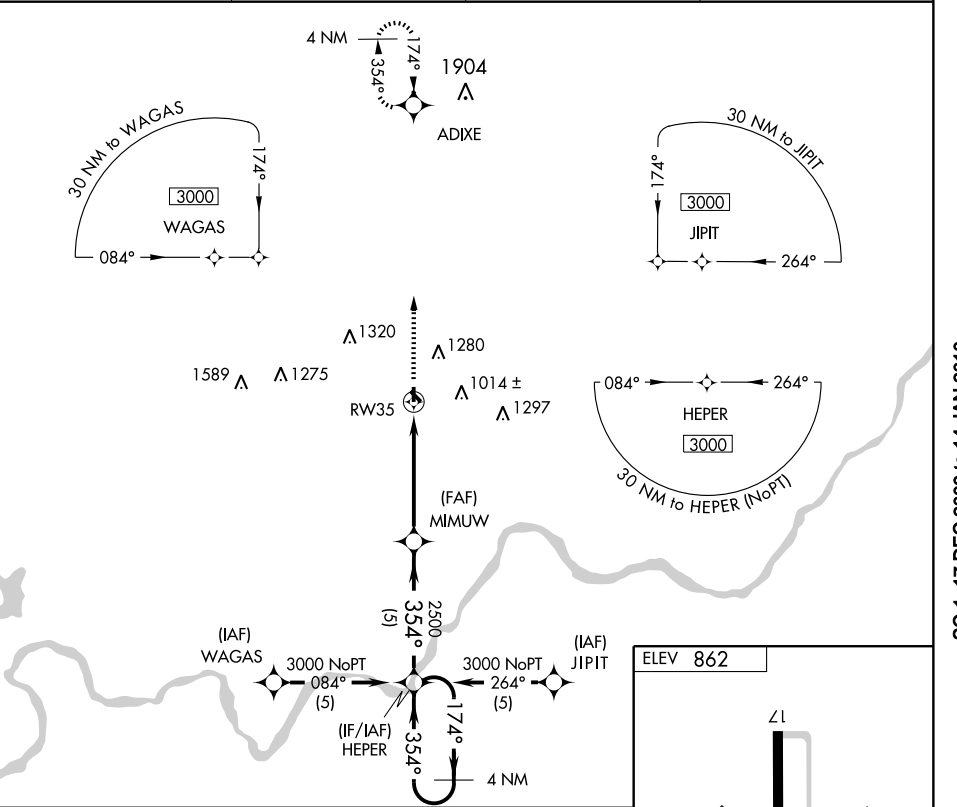
RNAV (GPS) RWY 35  
HOLDENVILLE MUNI (F99)

▲ NA

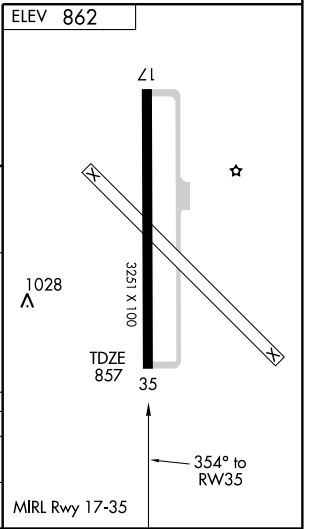
Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

|                            |                                    |                                   |                        |
|----------------------------|------------------------------------|-----------------------------------|------------------------|
| ADA MUNI AWOS-3<br>118.725 | McALESTER REGIONAL ASOS<br>135.125 | FORT WORTH CENTER<br>132.2 338.35 | UNICOM<br>122.8 (CTAF) |
|----------------------------|------------------------------------|-----------------------------------|------------------------|



| CATEGORY | A                     | B                       | C                       | D  |
|----------|-----------------------|-------------------------|-------------------------|----|
| LNAV MDA | 1420-1                | 563 (600-1)             | 1420-1½<br>563 (600-1½) | NA |
| CIRCLING | 1460-1<br>598 (600-1) | 1660-1¼<br>798 (800-1¼) | 1660-2¼<br>798 (800-1¼) | NA |



SC-1.17 DEC 2009 to 14 JAN 2010

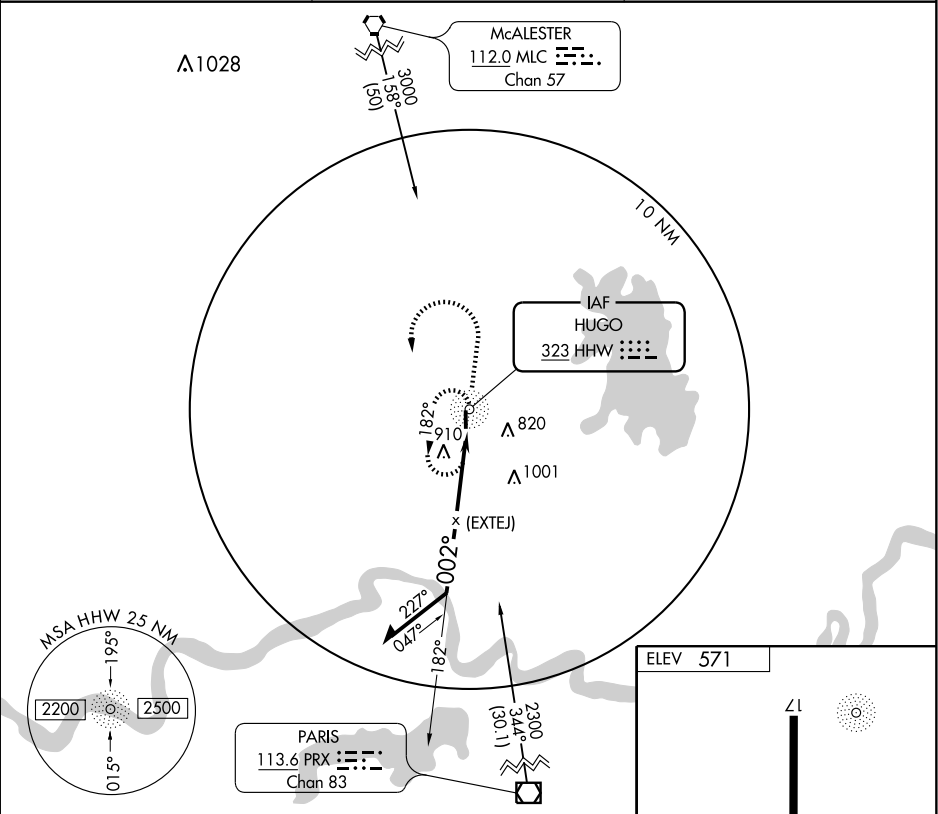
|         |         |          |      |
|---------|---------|----------|------|
| NDB HHW | APP CRS | Rwy Idg  | 4007 |
| 323     | 002°    | TDZE     | 571  |
|         |         | Apt Elev | 571  |

# NDB or GPS RWY 35

HUGO/STAN STAMPER MUNI (HHW)

|    |  |
|----|--|
| NA | MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold. |
|----|--|



|                   |                                    |                        |
|-------------------|------------------------------------|------------------------|
| AWOS-3<br>119.025 | FORT WORTH CENTER<br>124.875 307.2 | UNICOM<br>122.8 (CTAF) |
|-------------------|------------------------------------|------------------------|



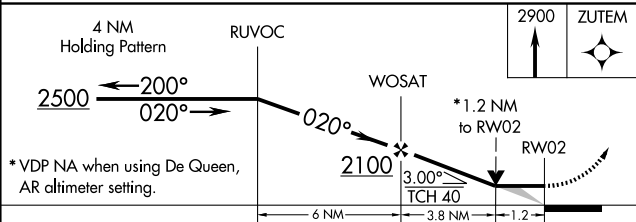
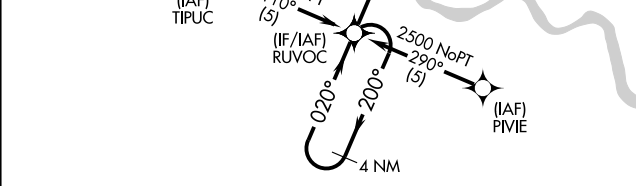
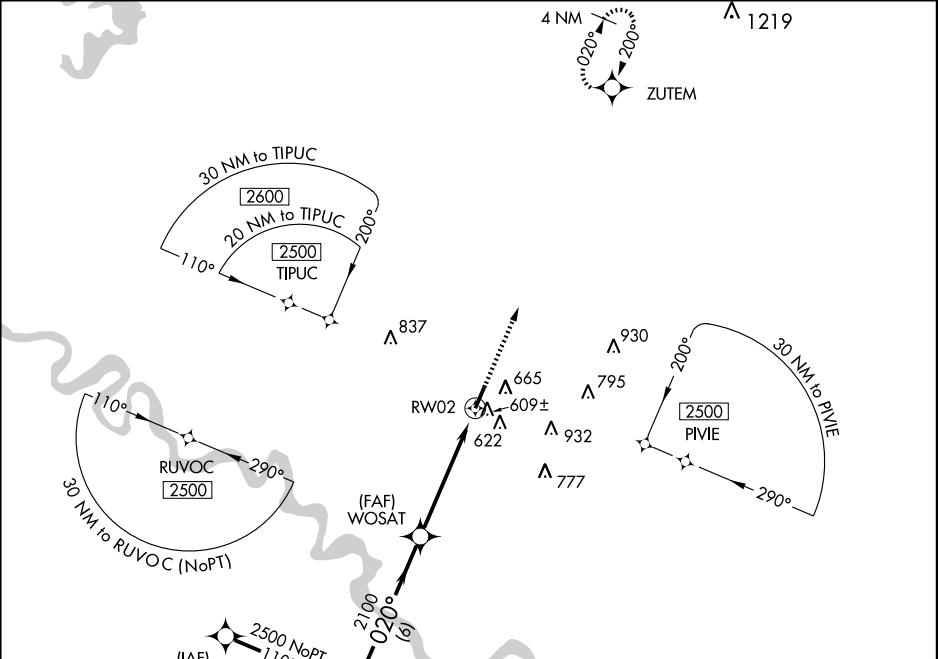
|  |        |             |    |  |         |  |    |     |     |     |  |
|--|--------|-------------|----|--|---------|--|----|-----|-----|-----|--|
| <div>Remain within 10 NM</div> <div><div>2300</div><div>(EXTEJ)</div><div>182°</div><div>002°</div><div>NDB</div><div>4 NM</div></div> |        |             |    | <div><div>2300</div><div>↑</div></div> <div><div>HHW</div><div>323</div></div> |         | <div><div>4007 X 75</div><div>TDZE 571</div><div>35</div><div>002° to NDB</div><div>MIRL Rwy 17-35</div></div> |    |     |     |     |  |
| CATEGORY   | A      | B           | C  | D  |         |  |    |     |     |     |  |
| S-35   | 1260-1 | 689 (700-1) | NA |  | Knots   | 60   | 90 | 120 | 150 | 180 |  |
| CIRCLING   | 1260-1 | 689 (700-1) | NA |  | Min:Sec |  |    |     |     |     |  |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5000 |
| 020°    | TDZE     | 472  |
|         | Apt Elev | 472  |

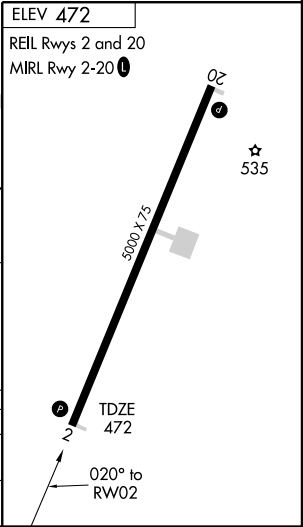
RNAV (GPS) RWY 2  
IDABEL/MC CURTAIN COUNTY RGNL (404)

|  |   |
|--|---|
|  If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. | MISSED APPROACH: Climb to 2900 direct ZUTEM and hold. |
|  GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.   |   |

|                 |                                      |                          |
|-----------------|--------------------------------------|--------------------------|
| AWOS-3<br>120.0 | FORT WORTH CENTER<br>123.925 269.475 | UNICOM<br>122.8 (CTAF) 0 |
|-----------------|--------------------------------------|--------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 880-1  | 408 (500-1) | 880-1¼<br>408 (500-1¼)  | NA |
| CIRCLING | 1020-1 | 548 (600-1) | 1020-1½<br>548 (600-1½) | NA |



APP CRS  
200°

Rwy Idg  
5000

TDZE  
464

Apt Elev  
472

# RNAV (GPS) RWY 20

IDABEL/ MC CURTAIN COUNTY RGNL (404)

**▼** If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.

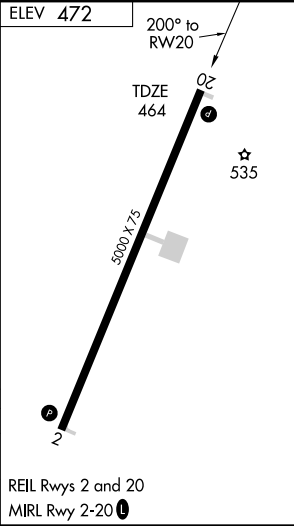
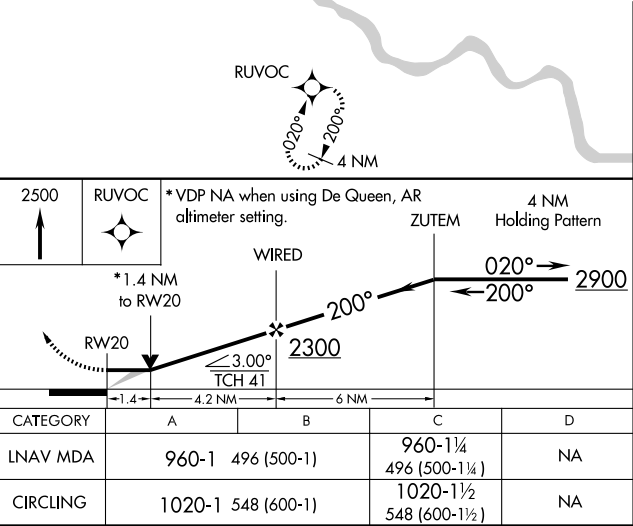
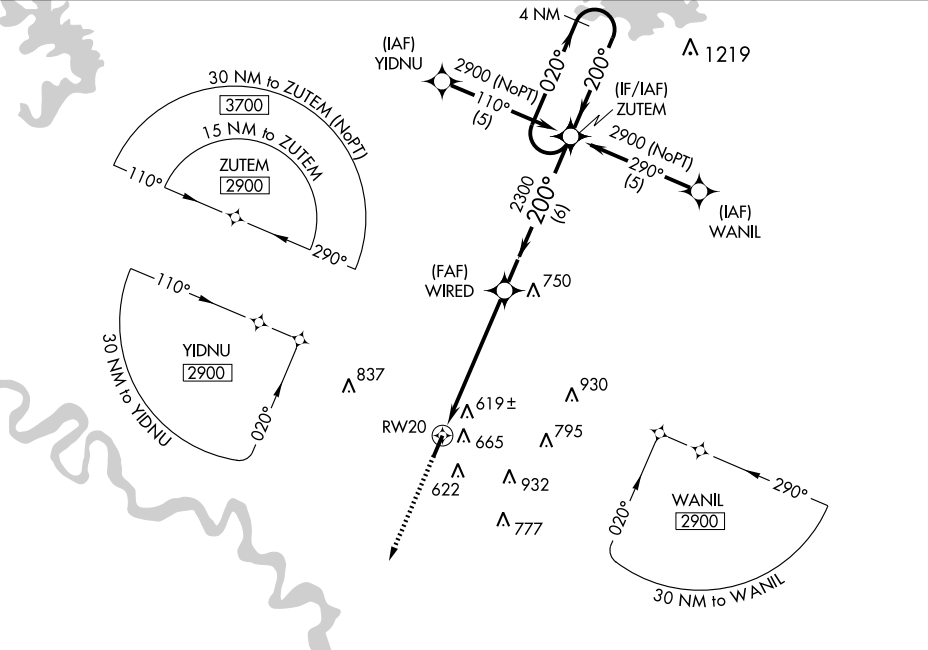
**▲NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3  
120.0

FORT WORTH CENTER  
123.925 269.475

UNICOM  
122.8 (CTAF) **①**



| CATEGORY | A                  | B                    | C  | D  |
|----------|--------------------|----------------------|----|----|
| LNAV MDA | 960-1 496 (500-1)  | 960-1½ 496 (500-1½)  | NA | NA |
| CIRCLING | 1020-1 548 (600-1) | 1020-1½ 548 (600-1½) | NA | NA |

REIL Rwy 2 and 20  
MRL Rwy 2-20 **①**

# AIRPORT DIAGRAM

AL-924 (FAA)

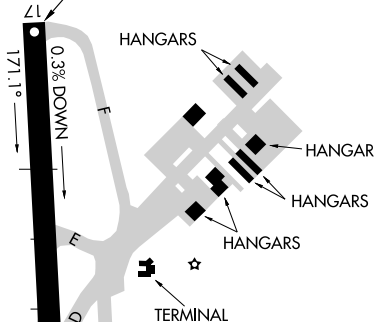
LAWTON-FORT SILL RGNL (LAW)  
LAWTON, OKLAHOMA

ATIS  
120.75  
LAWTON TOWER ★  
119.9 257.8  
GND CON  
121.9

D

CONTROL  
TOWER  
1182

FIELD  
ELEV  
1110



34° 35' N

34° 34' N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 17-35  
S45, D179, ST175, DT344

35 ELEV  
1070

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

98° 25' W

98° 24' W

SC-1, 17 DEC 2009 to 14 JAN 2010

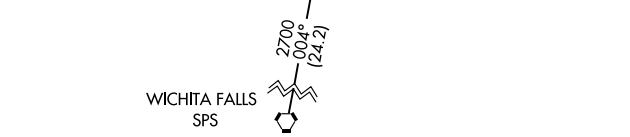
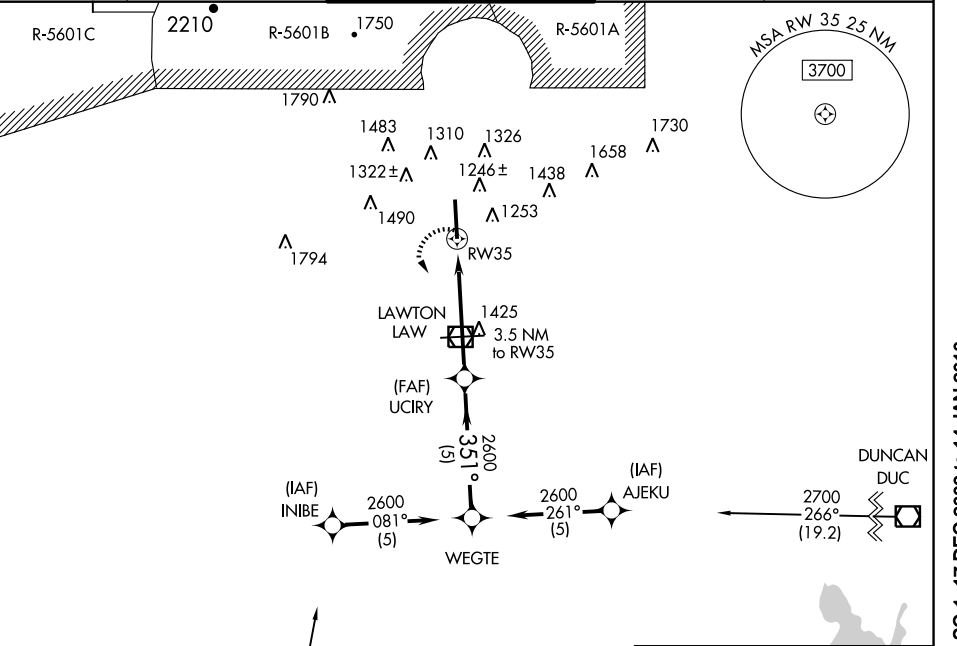
▲ NA

ASR

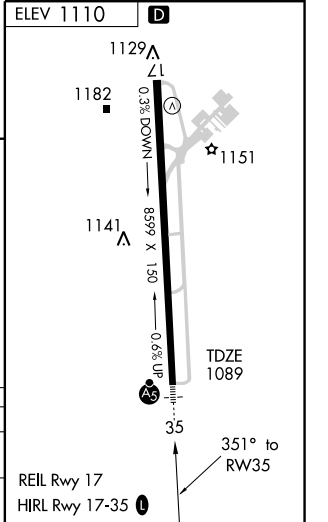
MALS R

MISSED APPROACH: Climbing left turn to 2700  
direct LAW VOR/DME.

|                |                                   |  |                  |                  |
|----------------|-----------------------------------|--|------------------|------------------|
| ATIS<br>120.75 | FORT SILL APP CON<br>120.55 322.4 | LAWTON TOWER ★<br>119.9 (CTAF) 0 257.8 | GND CON<br>121.9 | UNICOM<br>122.95 |
|----------------|-----------------------------------|--|------------------|------------------|



|          |                |               |                               |                       |
|----------|----------------|---------------|-------------------------------|-----------------------|
|          | LAW            |               |                               |                       |
|          | 109.4          |               |                               |                       |
|          | UCIRY          | WEGTE         |                               |                       |
|          | 3.5 NM to RW35 | 351° 2600     |                               |                       |
|          | 2.80°          | 2020 TCH 45   |                               |                       |
|          | 1.3            | 2.2 NM        | 1.5 NM                        | 5 NM                  |
| CATEGORY | A              | B             | C                             | D                     |
| S-35     | 1560-1/2       | 471 (500-1/2) | 1560-3/4<br>471 (500-3/4)     | 1560-1<br>471 (500-1) |
| CIRCLING | 1600-1         | 490 (500-1)   | 1620-1 1/2<br>510 (600-1 1/2) | 1680-2<br>570 (600-2) |



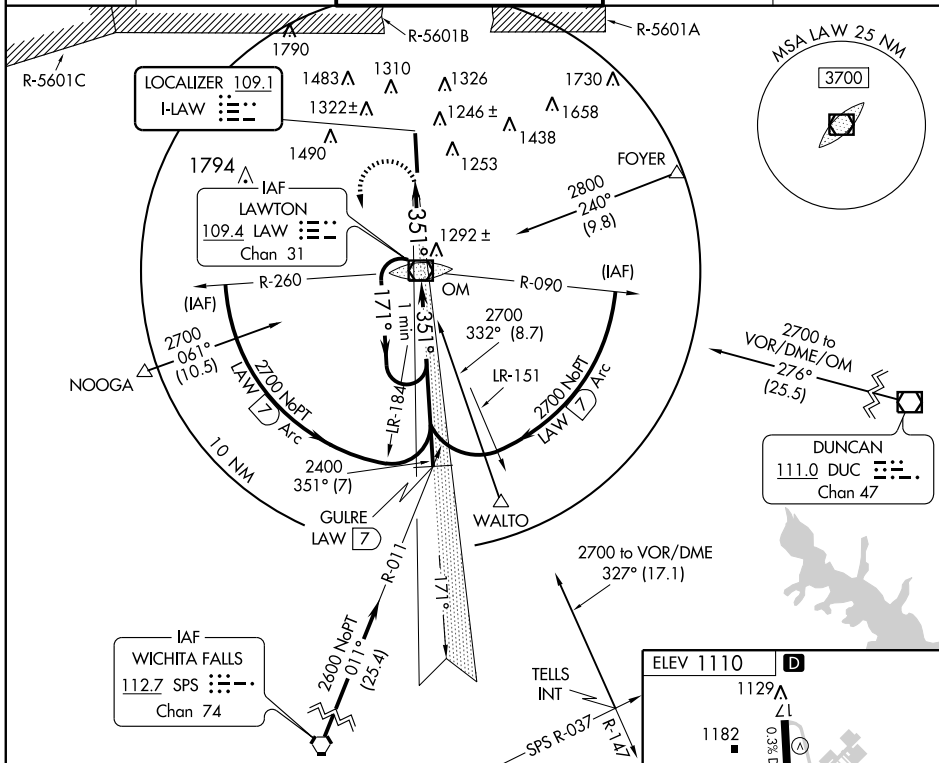
|              |             |          |             |
|--------------|-------------|----------|-------------|
| LOC I-LAW    | APP CRS     | Rwy Idg  | <b>8599</b> |
| <b>109.1</b> | <b>351°</b> | TDZE     | <b>1089</b> |
|              |             | Apt Elev | <b>1110</b> |

# ILS or LOC RWY 35

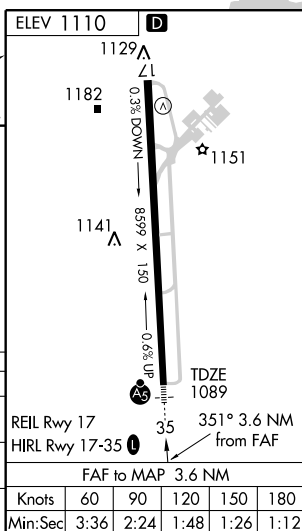
## LAWTON-FORT SILL RGNL (LAW)

|                        |   |                  |   |
|------------------------|---|------------------|---|
| <b>▲</b><br><b>ASR</b> | Autopilot coupled approach NA below 2000. | <b>MALSR</b><br> | <b>MISSED APPROACH:</b> Climbing left turn to 2800 direct LAW VOR/DME and hold. |
|------------------------|---|------------------|---|

|                              |   |  |                                |                                |
|------------------------------|---|--|--------------------------------|--------------------------------|
| <b>ATIS</b><br><b>120.75</b> | <b>FORT SILL APP CON</b><br><b>120.55 322.4</b> | <b>LAWTON TOWER ★</b><br><b>119.9 (CTAF) 257.8</b> | <b>GND CON</b><br><b>121.9</b> | <b>UNICOM</b><br><b>122.95</b> |
|------------------------------|---|--|--------------------------------|--------------------------------|



| CATEGORY | A                  | B                    | C                    | D                  |
|----------|--------------------|----------------------|----------------------|--------------------|
| S-ILS 35 | 1289-½ 200 (200-½) |                      |                      |                    |
| S-LOC 35 | 1520-½ 431 (500-½) | 1520-¾ 431 (500-¾)   | 1620-1½ 510 (600-1½) | 1520-1 431 (500-1) |
| CIRCLING | 1600-1 490 (500-1) | 1620-1½ 510 (600-1½) | 1680-2 570 (600-2)   |                    |



|                   |      |                |      |                      |      |
|-------------------|------|----------------|------|----------------------|------|
| REIL Rwy 17       |      | HIRL Rwy 17-35 |      | 351° 3.6 NM from FAF |      |
| FAF to MAP 3.6 NM |      |                |      |                      |      |
| Knots             | 60   | 90             | 120  | 150                  | 180  |
| Min:Sec           | 3:36 | 2:24           | 1:48 | 1:26                 | 1:12 |



|                       |                         |   |
|-----------------------|-------------------------|---|
| NDB HMY<br><b>512</b> | APCH CRS<br><b>169°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>2005</b><br><b>1091</b><br><b>1091</b> |
|-----------------------|-------------------------|---|

AL-2497 [USA]

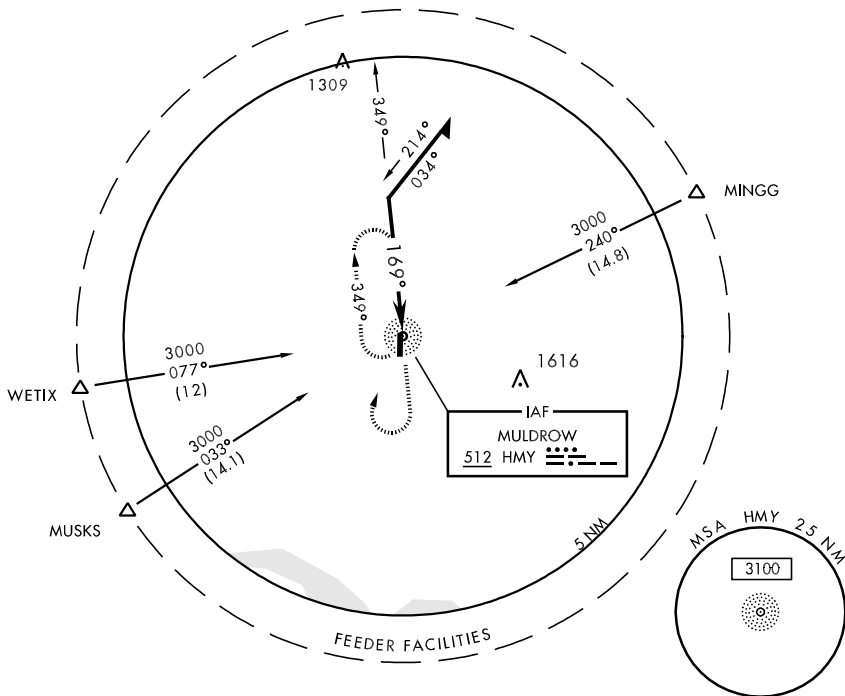
MULDROW AHP (KHMY)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsy Svc only)  
**46.9 142.45 387.9** (CTAF)



Remain within  
5NM

NDB

2000

3000

HMY

ELEV 1091

TDZE 1091

169° to  
NDB

1121 A

1141

H

H

1118 A

1150 A

35

LURL Rwy 17-35

CATEGORY

COPTER

H-17

1620-1 529 (600-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

H-17

1680-1 589 (600-1)

|                              |                         |  |
|------------------------------|-------------------------|--|
| NDB HMY<br><b><u>512</u></b> | APCH CRS<br><b>359°</b> | Rwy Idg <b>2005</b><br>TDZE <b>1091</b><br>Arpt Elev <b>1091</b> |
|------------------------------|-------------------------|--|

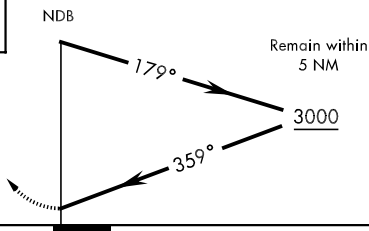
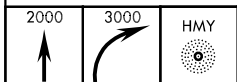
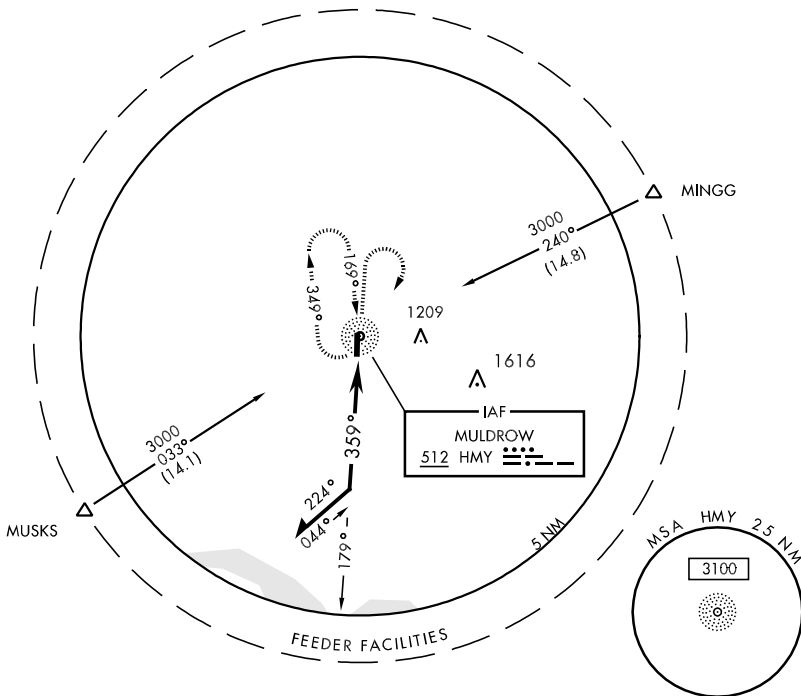
AL-2497 [USA]

MULDROW AHP (KHMY)

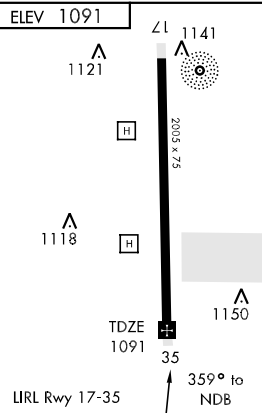
**A** NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

|  |  |
|--|--|
| <p>FORT WORTH CENTER</p> <p><b>128.1 322.4</b></p> | <p>MULDROW OPS (Advsv Svc only)</p> <p><b>46.9 142.45 387.9</b> (CTAF)</p> |
|--|--|



|  |                    |
|--|--------------------|
| CATEGORY   | COPTER             |
| H-35   | 1520-1 429 (500-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS |                    |
| H-35   | 1580-1 489 (500-1) |



|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 2005 |
| 175°     | TDZE      | 1091 |
|          | Arpt Elev | 1091 |

AL-2497 [USA]

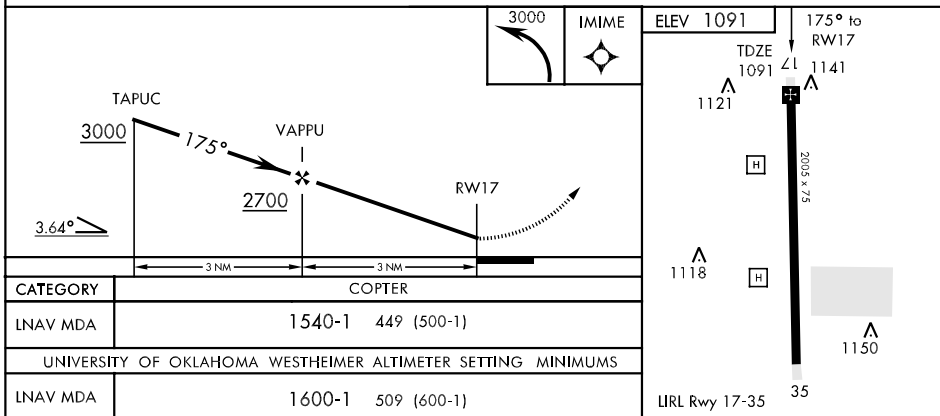
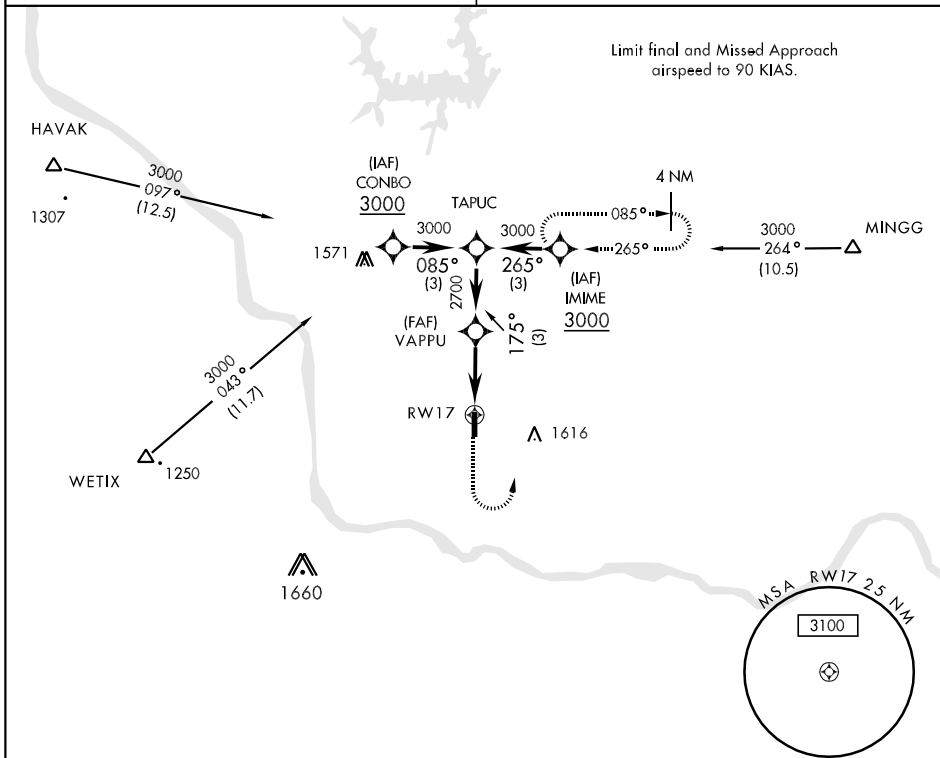
MULDROW AHP (KHMY)

**NA** Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.  
DME/DME RNP-0.3 NA

**MISSED APPROACH:** Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER  
**128.1 322.4**

MULDROW OPS (Advsv Svc only)  
**46.9 142.45 387.9 (CTAF)**

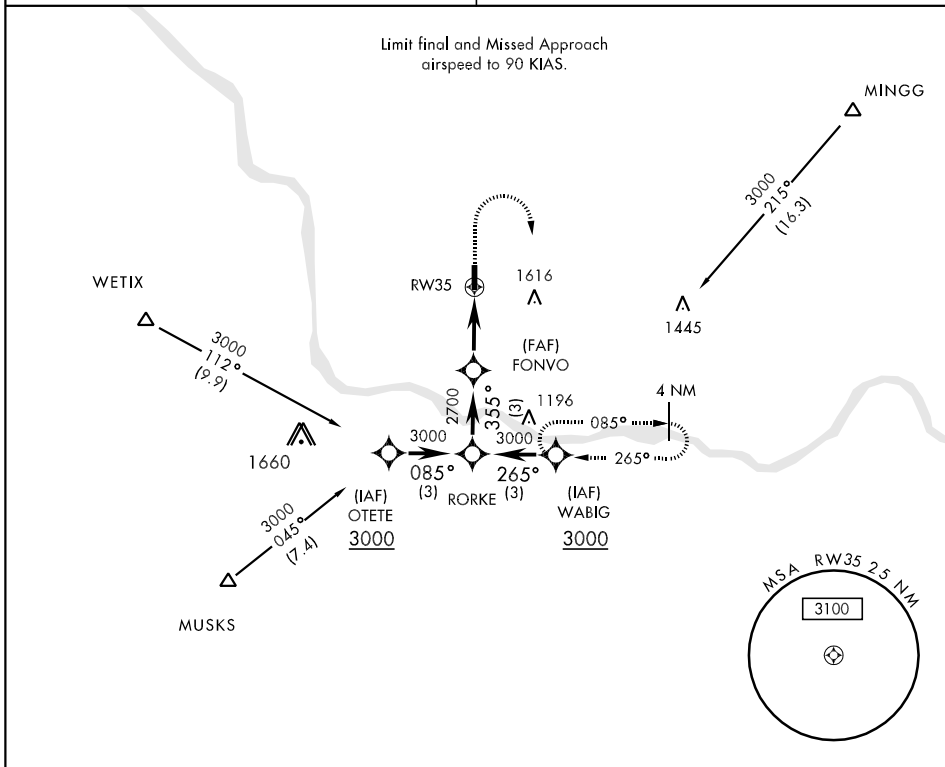


|          |           |      |
|----------|-----------|------|
| APCH CRS | Rwy Idg   | 2005 |
| 355°     | TDZE      | 1091 |
|          | Arpt Elev | 1091 |

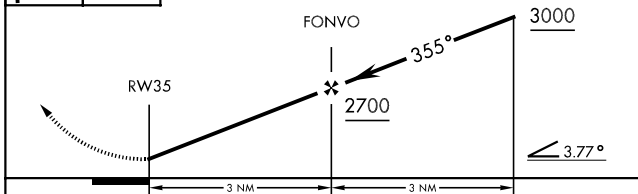
AL-2497 [USA]

MULDROW AHP (KHMV)

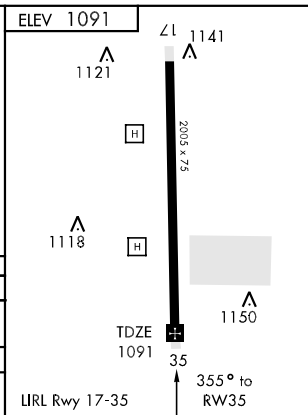
|      |  |   |
|------|--|---|
| ▲ NA | Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.<br>DME/DME RNP-0.3 NA | MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold. |
|------|--|---|

FORT WORTH CENTER  
128.1 322.4MULDROW OPS (Advsy Svc only)  
46.9 142.45 387.9 (CTAF)

|      |       |
|------|-------|
| 3000 | WABIG |
|------|-------|



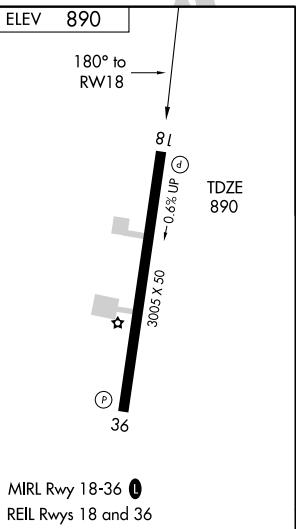
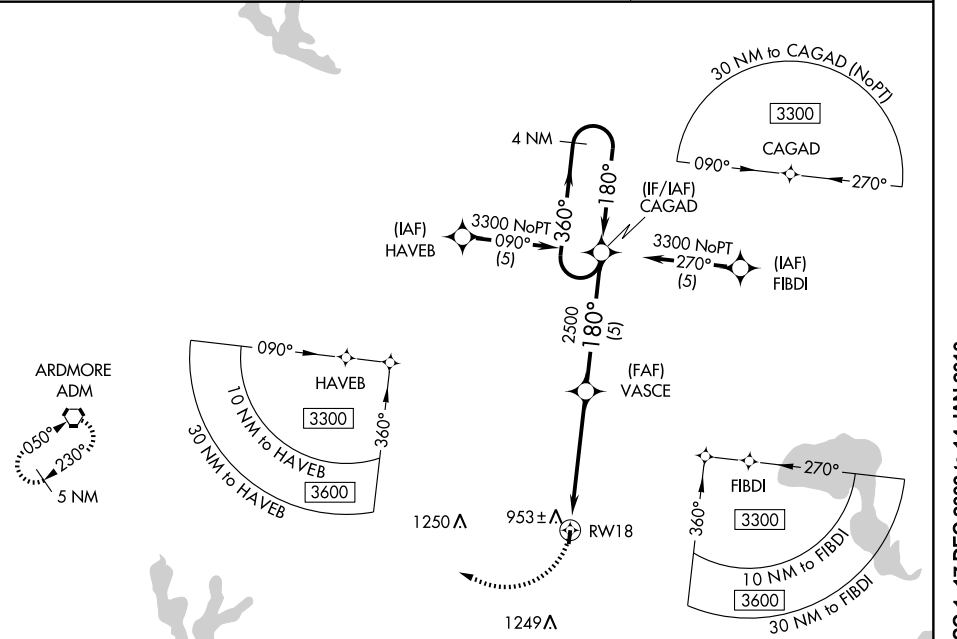
|  |                    |
|--|--------------------|
| CATEGORY   | COPTER             |
| LNAV MDA   | 1500-1 409 (500-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS |                    |
| LNAV MDA   | 1560-1 469 (500-1) |



Use Ardmore Downtown Executive altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

|                                   |                                   |                 |
|-----------------------------------|-----------------------------------|-----------------|
| ARDMORE DOWNTOWN<br>AWOS-3 118.15 | FORT WORTH CENTER<br>128.1 327.15 | CTAF<br>122.9 0 |
|-----------------------------------|-----------------------------------|-----------------|

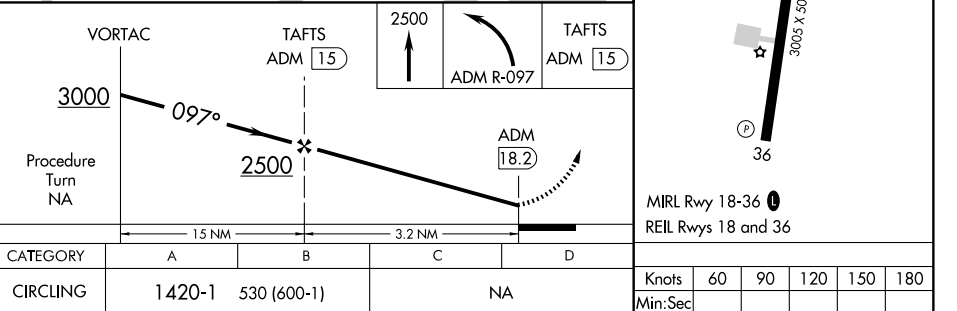
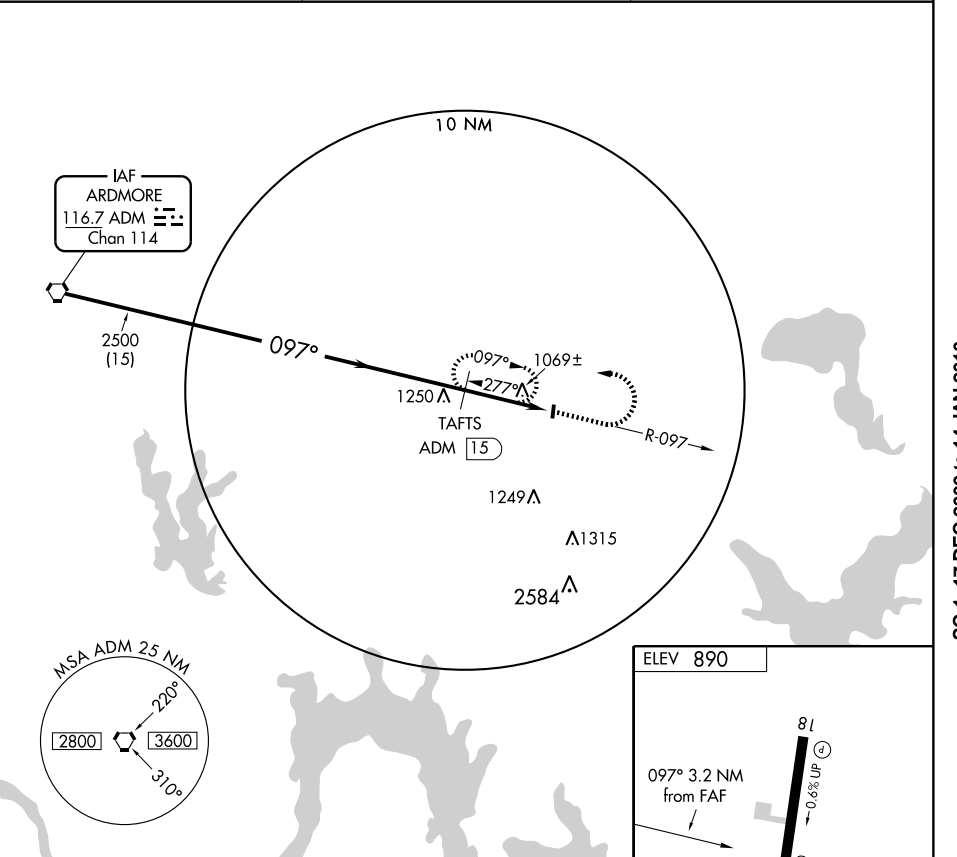


|                      |        |                           |     |
|----------------------|--------|---------------------------|-----|
| 4 NM Holding Pattern |        | 2600 ADM<br>116.7         |     |
| 3300 ← 360° 180° →   |        | VASCE 3.01° TCH 40 RWY 18 |     |
| 5 NM                 |        | 5 NM                      |     |
| CATEGORY             | A      | B                         | C D |
| RNAV MDA             | 1260-1 | 370 (400-1)               | NA  |
| CIRCLING             | 1360-1 | 470 (500-1)               | NA  |

Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

|  |  |                      |
|--|--|----------------------|
| ARDMORE DOWNTOWN<br>AWOS-3 <b>118.15</b> | FORT WORTH CENTER<br><b>128.1 327.15</b> | CTAF<br><b>122.9</b> |
|--|--|----------------------|



SC-1.17 DEC 2009 to 14 JAN 2010

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4200 |
| 172°    | TDZE     | 1634 |
|         | Apt Elev | 1644 |

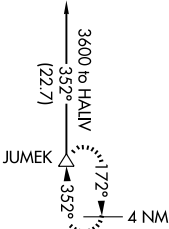
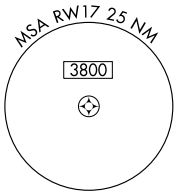
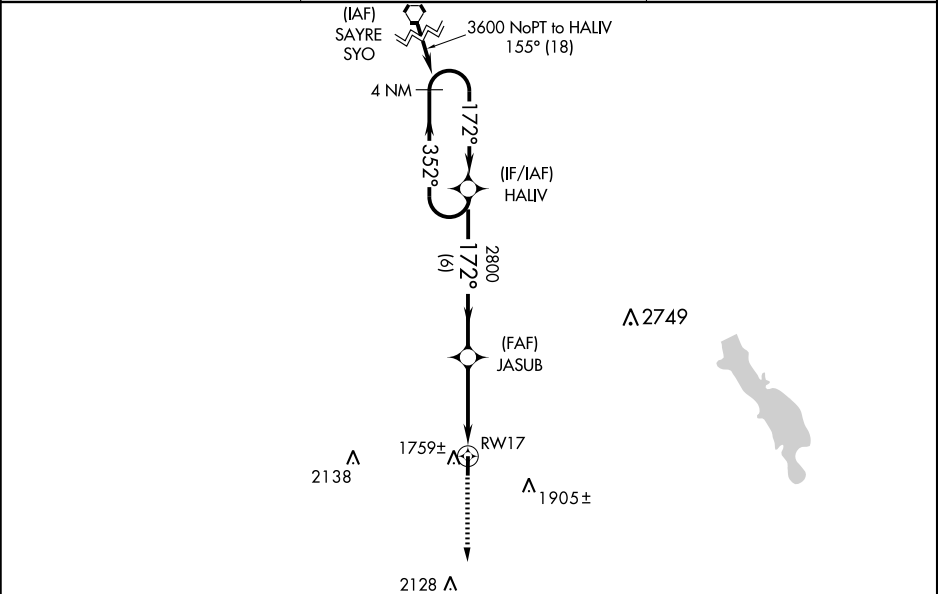
# RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

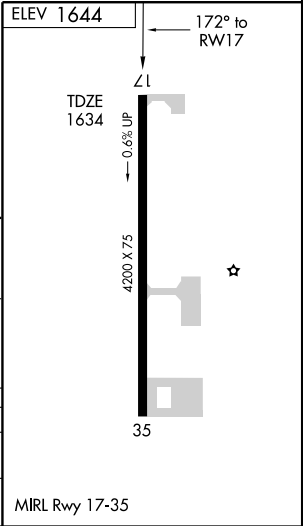
⚠ NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

|             |                |       |
|-------------|----------------|-------|
| HOBART ASOS | ALTUS APP CON★ | CTAF  |
| 133.325     | 125.1 257.725  | 122.9 |



|                      |                    |                      |    |    |
|----------------------|--------------------|----------------------|----|----|
| 4 NM Holding Pattern |                    |                      |    |    |
|                      |                    |                      |    |    |
| CATEGORY             | A                  | B                    | C  | D  |
| RNAV MDA             | 2160-1 526 (600-1) | 2160-1½ 526 (600-1½) | NA | NA |
| CIRCLING             | 2220-1 576 (600-1) | 2220-1½ 576 (600-1½) | NA | NA |



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4200 |
| 352°    | TDZE     | 1643 |
|         | Apt Elev | 1644 |

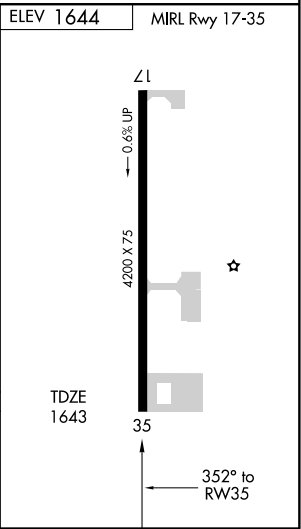
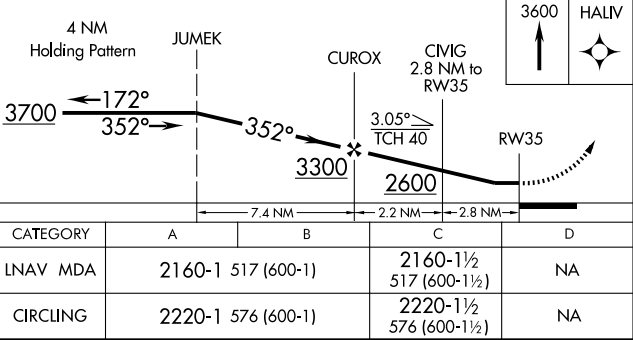
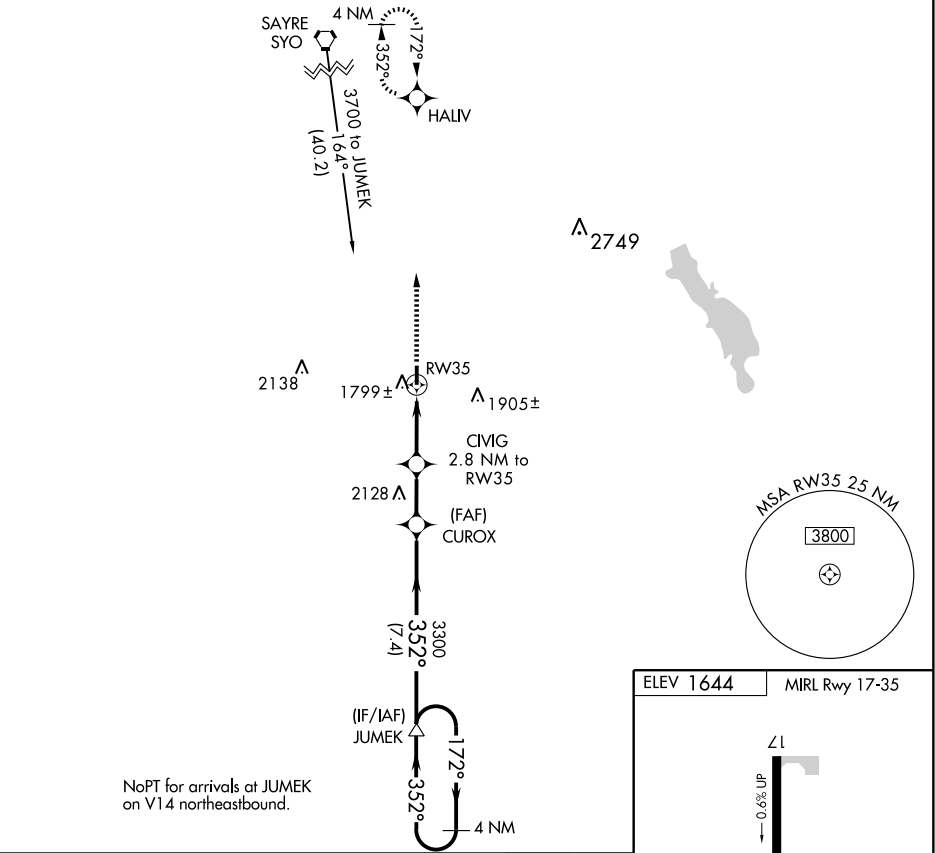
# RNAV (GPS) RWY 35

MANGUM/ SCOTT FIELD (2K4)

**▲ NA** Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3600 direct HALIV and hold.

|                               |  |                      |
|-------------------------------|--|----------------------|
| HOBART ASOS<br><b>133.325</b> | ALTUS APP CON★<br><b>125.1 257.725</b> | CTAF<br><b>122.9</b> |
|-------------------------------|--|----------------------|



|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MLC<br><b>108.3</b> | APP CRS<br><b>014°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5602</b><br><b>755</b><br><b>770</b> |
|---------------------------|------------------------|-----------------------------|---|

# LOC RWY 2

## MC ALESTER RGNL (MLC)

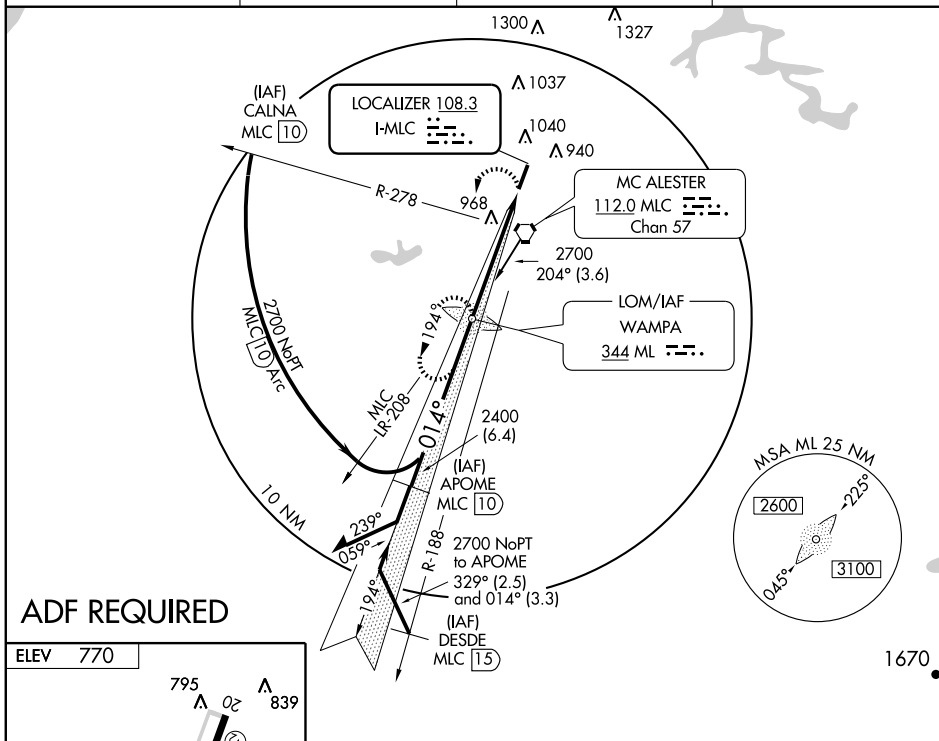
**⚠** Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

MAL5

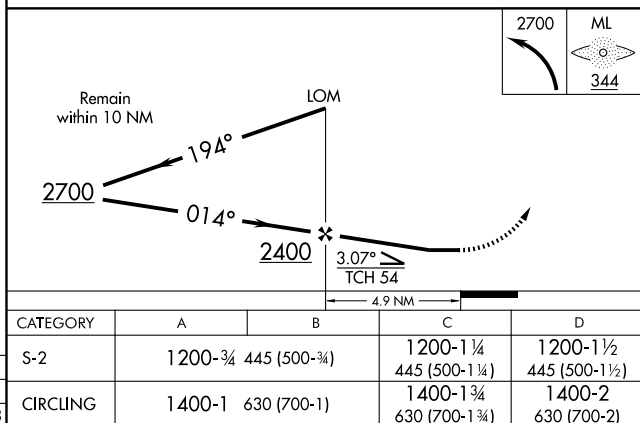
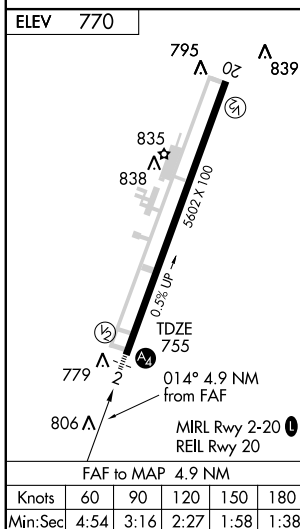


**MISSED APPROACH:**  
Climbing left turn to 2700  
direct ML LOM and hold.

|                        |  |                                   |   |
|------------------------|--|-----------------------------------|---|
| ASOS<br><b>135.125</b> | FORT WORTH CENTER<br><b>132.2 338.35</b> | MC ALESTER RADIO<br><b>122.65</b> | UNICOM<br><b>122.95</b> (CTAF) <b>①</b> |
|------------------------|--|-----------------------------------|---|



### ADF REQUIRED



## RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)

**WAAS**  
CH **50201**  
**W02A**

APP CRS  
**014°**

Rwy Idg **5602**  
TDZE **755**  
Apt Elev **770**

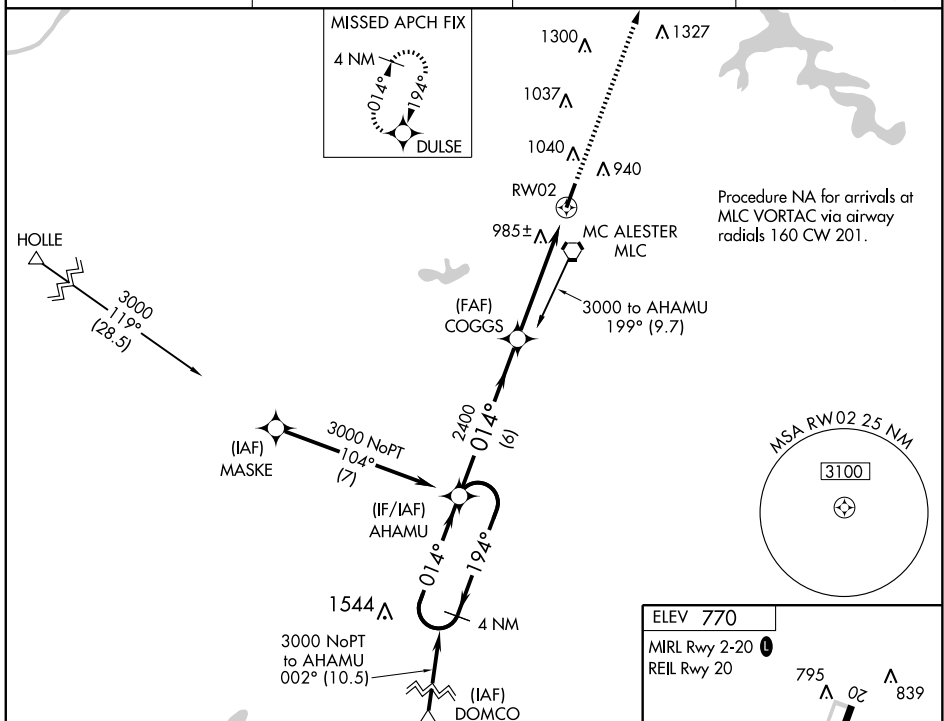
**⚠** Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

MAIS

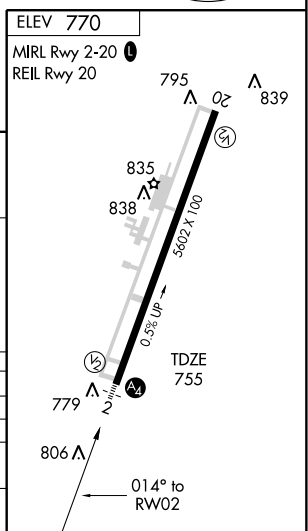


**MISSED APPROACH:**  
Climb to 3000 direct  
DULSE and hold.

|                        |  |                                   |   |
|------------------------|--|-----------------------------------|---|
| ASOS<br><b>135.125</b> | FORT WORTH CENTER<br><b>132.2 338.35</b> | MC ALESTER RADIO<br><b>122.65</b> | UNICOM<br><b>122.95 (CTAF)</b> <b>①</b> |
|------------------------|--|-----------------------------------|---|



|  |         |             |                         |                         |
|--|---------|-------------|-------------------------|-------------------------|
| 4 NM Holding Pattern   |         |             |                         |                         |
| AHAMU  |         |             |                         |                         |
| COGGS  |         |             |                         |                         |
| 3000   |         |             |                         |                         |
| GS 3.00° TCH 39  |         |             |                         |                         |
| VGSI and RNAV glidepath not coincident.                          |         |             |                         |                         |
| <div> <div>6 NM</div> <div>3.6 NM</div> <div>1.4 NM</div> </div> |         |             |                         |                         |
| CATEGORY   | A       | B           | C                       | D                       |
| LPV DA   | 1200-1¾ |             | 445 (500-1¾)            |                         |
| LNAV/VNAV DA   | 1291-2  |             | 536 (600-2)             |                         |
| LNAV MDA   | 1240-¾  | 485 (500-¾) | 1240-1¼<br>485 (500-1¼) | 1240-1½<br>485 (500-1½) |
| CIRCLING   | 1400-1  | 630 (700-1) | 1400-1¾<br>630 (700-1¾) | 1400-2<br>630 (700-2)   |



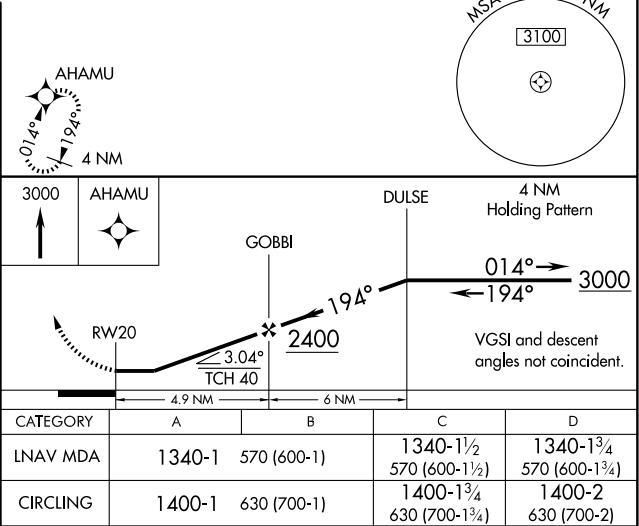
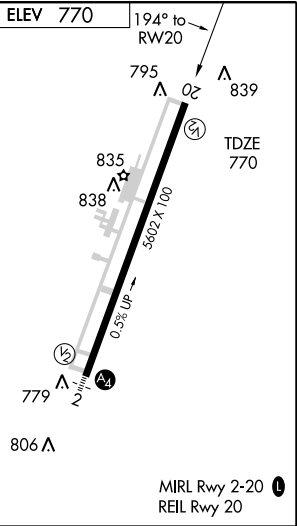
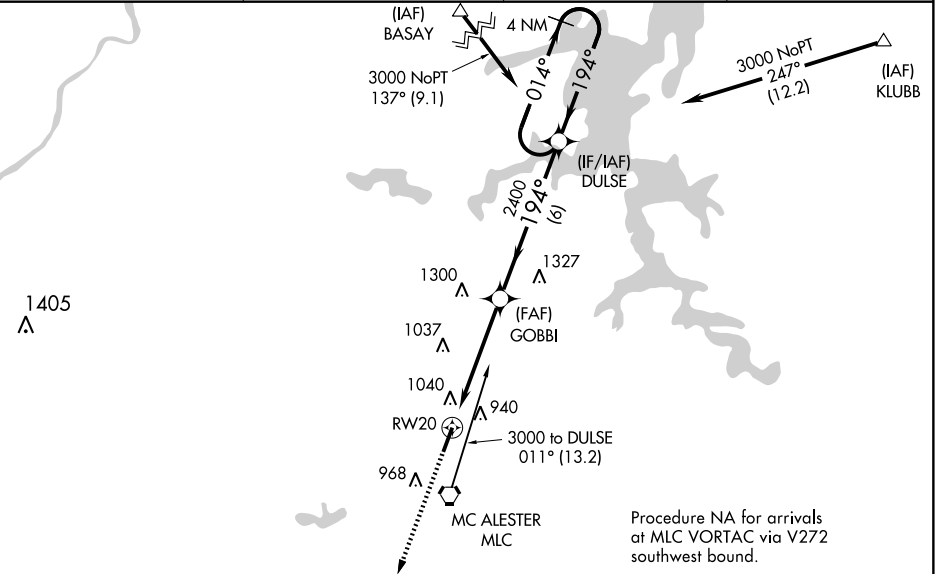
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5602 |
| 194°    | TDZE     | 770  |
|         | Apt Elev | 770  |

RNAV (GPS) RWY 20  
MC ALESTER RGNL (MLC)

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct AHAMU and hold.

|                 |                                   |                            |                          |
|-----------------|-----------------------------------|----------------------------|--------------------------|
| ASOS<br>135.125 | FORT WORTH CENTER<br>132.2 338.35 | MC ALESTER RADIO<br>122.65 | UNICOM<br>122.95(CTAF) 1 |
|-----------------|-----------------------------------|----------------------------|--------------------------|

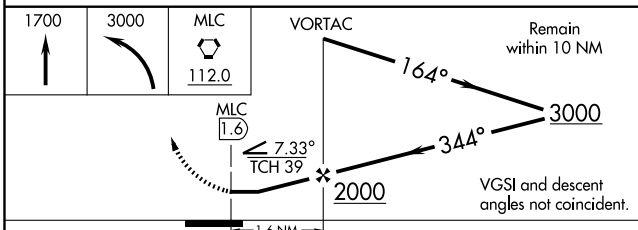
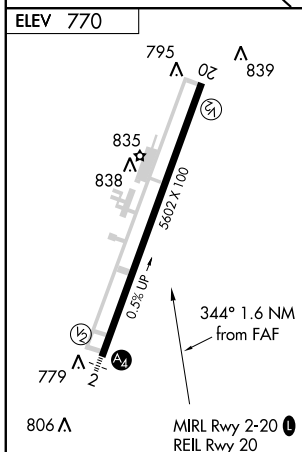
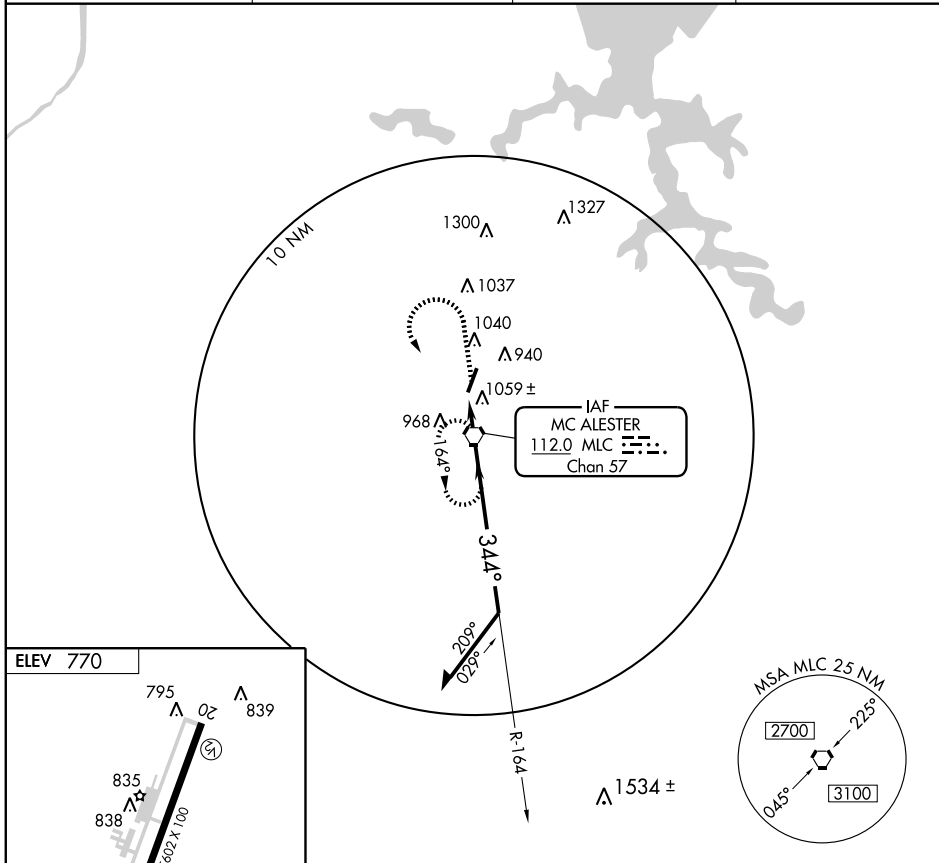


|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC MLC<br><b>112.0</b><br>Chan <b>57</b> | APP CRS<br><b>344°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>770</b> |
|--|------------------------|-----------------------------|--|

# VOR-A

## MC ALESTER RGNL (MLC)

|                        |  |   |   |
|------------------------|--|---|---|
|                        |  | <b>MISSED APPROACH:</b> Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold. |   |
| ASOS<br><b>135.125</b> | FORT WORTH CENTER<br><b>132.2 338.35</b> | MC ALESTER RADIO<br><b>122.65</b>   | UNICOM<br><b>122.95</b> (CTAF) <b>0</b> |



| FAF to MAP 1.6 NM |      |      |      |      |      | CATEGORY | A      | B           | C                             | D  |
|-------------------|------|------|------|------|------|----------|--------|-------------|-------------------------------|----|
| Knots             | 60   | 90   | 120  | 150  | 180  | CIRCLING | 1400-1 | 630 (700-1) | 1400-1 3/4<br>630 (700-1 3/4) | NA |
| Min:Sec           | 1:36 | 1:04 | 0:48 | 0:38 | 0:32 |          |        |             |                               |    |



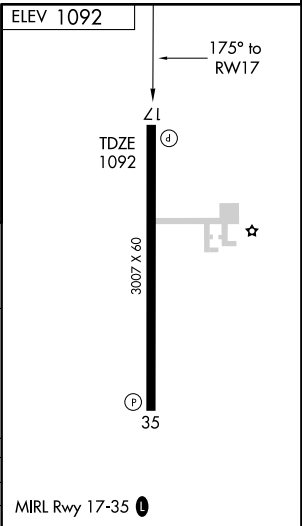
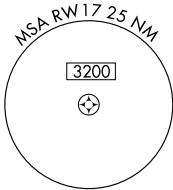
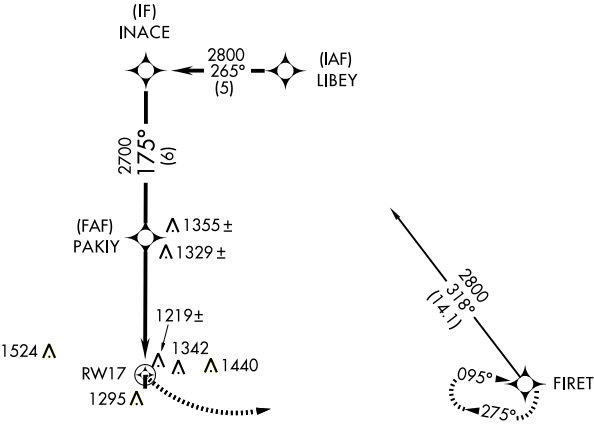
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3007 |
| 175°    | TDZE     | 1092 |
|         | Apt Elev | 1092 |

# RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

|  |   |
|--|---|
| <b>▲ NA</b> Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. | <b>MISSED APPROACH:</b> Climbing left turn to 5000 direct FIRET and hold. |
| VANCE APP CON★<br><b>118.075 273.475</b>   | UNICOM<br><b>122.8 (CTAF) ①</b>   |

▲ 1715



|          |   |       |        |   |
|----------|---|-------|--------|---|
|          | INACE                                   | PAKIY | RWY 17 |   |
|          | 2800                                    | 2700  |        |   |
|          | 175°                                    |       | 3.00°  |   |
|          | Procedure Turn NA                       |       | TCH 40 |   |
|          | VGSI and descent angles not coincident. |       |        |   |
|          | 6 NM                                    |       | 4.9 NM |   |
| CATEGORY | A                                       | B     | C      | D |
| RNAV MDA | 1680-1 ¼ 588 (600-1 ¼)                  |       | NA     |   |
| CIRCLING | 1740-1 ¼ 648 (700-1 ¼)                  |       | NA     |   |

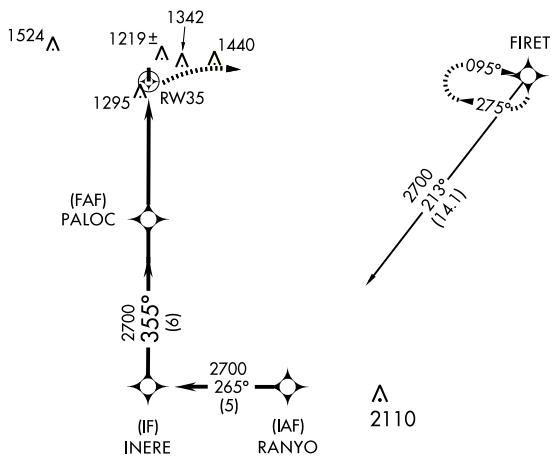
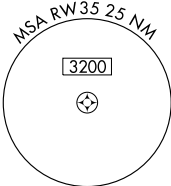
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3007 |
| 355°    | TDZE     | 1085 |
|         | Apt Elev | 1092 |

# RNAV (GPS) RWY 35

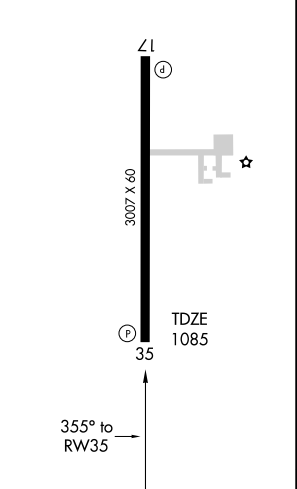
MEDFORD MUNI (053)

|  |   |
|--|---|
| <b>NA</b> Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold. |
|--|---|

|   |                               |
|---|-------------------------------|
| VANCE APP CON ★<br><b>118.075 273.475</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|---|-------------------------------|



|           |                |
|-----------|----------------|
| ELEV 1092 | MIRL Rwy 17-35 |
|-----------|----------------|



|          |         |   |       |                   |
|----------|---------|---|-------|-------------------|
| 5000     | FIRET   | PALOC                                   | INERE | Procedure Turn NA |
|          |         | 2700 ← 355° → 2700                      |       |                   |
| RW35     |         | VGSi and descent angles not coincident. |       |                   |
| 4.9 NM   |         | 6 NM                                    |       |                   |
| CATEGORY | A       | B                                       | C     | D                 |
| LNAV MDA | 1680-1¼ | 595 (600-1¼)                            | NA    |                   |
| CIRCLING | 1740-1¼ | 648 (700-1¼)                            | NA    |                   |

SC-1, 17 DEC 2009 to 14 JAN 2010

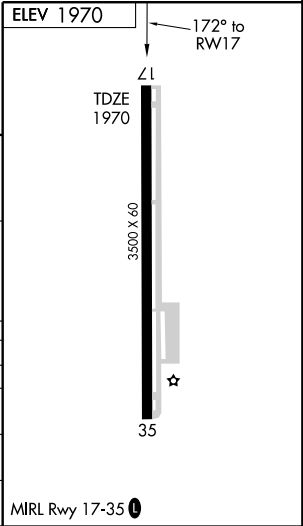
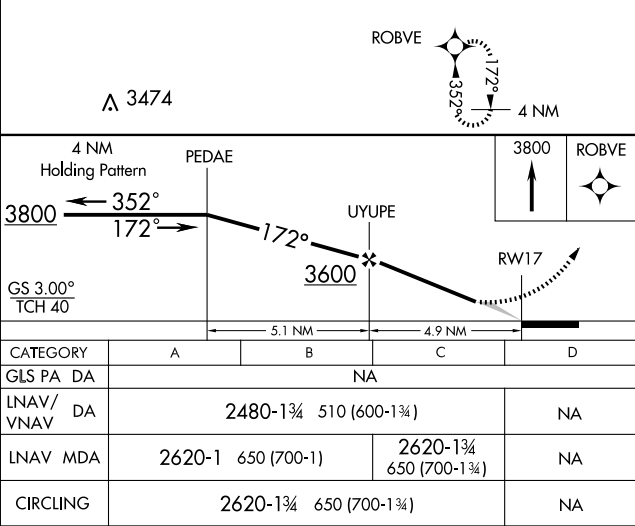
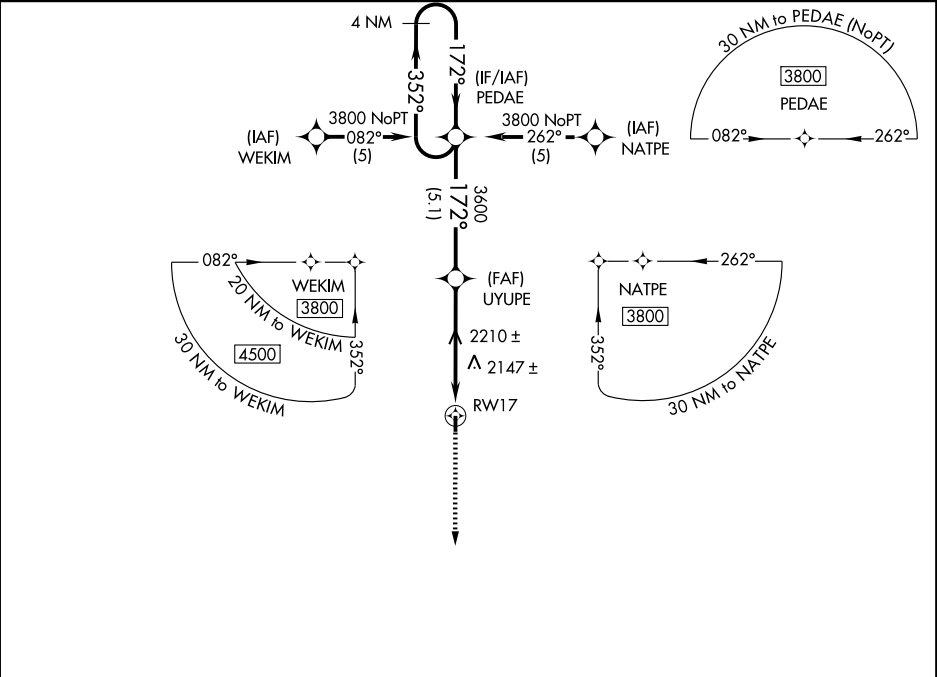




|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3500 |
| 172°    | TDZE     | 1970 |
|         | Apt Elev | 1970 |

RNAV (GPS) RWY 17  
MOORELAND MUNI (MDF)

|                                    |  |  |
|------------------------------------|--|--|
| ▲ NA                               | Use Gage altimeter setting, if not received procedure NA.<br>Baro-VNAV NA.<br>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold. |
| KANSAS CITY CENTER<br>126.95 379.2 |  | UNICOM<br>122.8 (CTAF) 0                                 |



T

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ½ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH:

Climb to 2600 direct CERKA and hold.

|         |                   |                |
|---------|-------------------|----------------|
| ASOS    | FORT WORTH CENTER | UNICOM         |
| 135.025 | 132.2 338.35      | 122.8 (CTAF) 0 |

The main chart displays the RNAV (GPS) RWY 4 approach. Key features include:
 

- Initial Approach:** 30 NM to NADOE, 129° heading, 3600 ft altitude. A 10 NM segment to NADOE is marked at 2400 ft.
- Intermediate Approach:** 129° heading, 2400 NoPT (5) ft altitude. A 4 NM segment to MEKLE is marked at 2400 ft.
- Final Approach:** 039° heading, 2200 (6.1) ft altitude. A 4 NM segment to MEKLE is marked at 2400 ft.
- Obstacles:** 1212 ft, 1004 ft, 888 ft, 699 ft, 2663± ft.
- Missed Approach:** 4 NM to MISSED APCH FIX, 039° heading, 219° heading, CERKA.

The detailed chart shows the 4 NM Holding Pattern at MEKLE. Key features include:
 

- Holding Pattern:** 4 NM, 2400 ft, 219° heading.
- Approach Path:** 039° heading, 2200 ft altitude, 1.4 NM to RWY 04.
- Obstacles:** 2600 ft, 696 ft, 645 ft, 1900 X 60, 1720 X 150.
- Category Table:**

| CATEGORY     | A                    | B                    | C                    | D                  |
|--------------|----------------------|----------------------|----------------------|--------------------|
| LNAV/VNAV DA | 1079-1¾ 468 (500-1¾) |                      |                      |                    |
| LNAV MDA     | 1080-1 469 (500-1)   | 1080-1¼ 469 (500-1¼) | 1080-1½ 469 (500-1½) |                    |
| CIRCLING     | 1120-1 509 (600-1)   | 1160-1 549 (600-1)   | 1180-1½ 569 (600-½)  | 1200-2 589 (600-2) |

|          |         |          |      |
|----------|---------|----------|------|
| WAAS     | APP CRS | Rwy Idg  | 7201 |
| CH 70607 | 129°    | TDZE     | 607  |
| W13A     |         | Apt Elev | 611  |

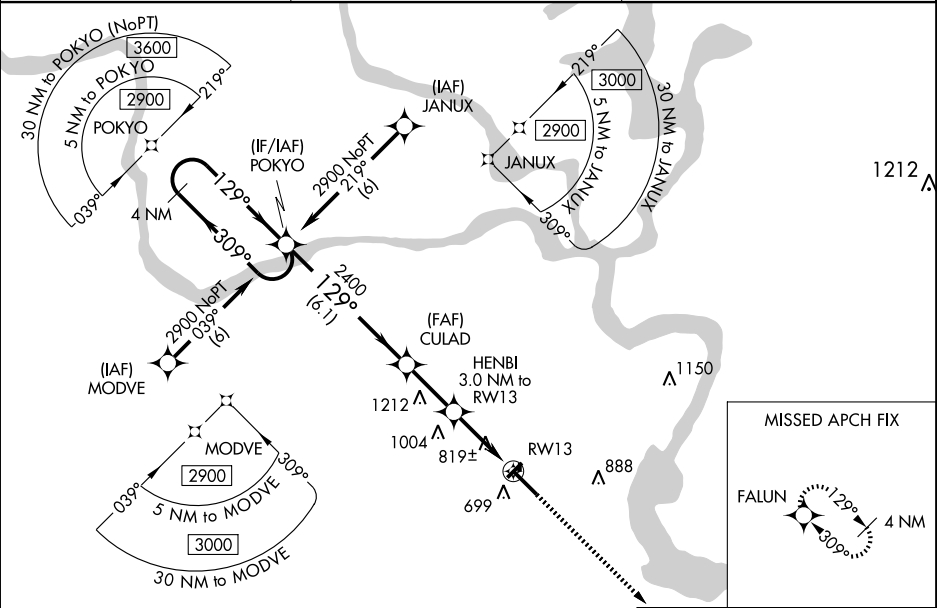
RNAV (GPS) RWY 13

MUSKOGEE/DAVIS FIELD (MKO)

**⚠** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ½ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ½ mile.

**MISSED APPROACH:** Climb to 2800 direct FALUN and hold.

|                 |                                   |                                 |
|-----------------|-----------------------------------|---------------------------------|
| ASOS<br>135.025 | FORT WORTH CENTER<br>132.2 338.35 | UNICOM<br>122.8 (CTAF) <b>0</b> |
|-----------------|-----------------------------------|---------------------------------|



**ELEV 611**

**4 NM Holding Pattern POKYO**

**2800 FALUN**

**\*LNAV only**

**GS 3.00° TCH 50**

**2900** ← 309° → **129°**

**2400** ← 129° → **CULAD**

**HENBI 3.0 NM to RW13**

**\*1.6 NM to RW13**

**RW13**

**6.1 NM** **2.4 NM** **1.4** **1.6**

**2800** **FALUN**

**129° to RW13**

**1900 X 60**

**18** **22** **36** **645** **696**

**TDZE 607** **4498** **175** **0.3% UP** **7201 X 150** **0.4% UP**

| CATEGORY     | A                  | B                    | C                    | D                   | E |
|--------------|--------------------|----------------------|----------------------|---------------------|---|
| LPV DA       | 857-¾ 250 (300-¾)  |                      |                      |                     |   |
| LNAV/VNAV DA | 1142-2 535 (600-2) |                      |                      |                     |   |
| LNAV MDA     | 1180-1 573 (600-1) | 1180-1½ 573 (600-1½) | 1180-1¾ 573 (600-1¾) | 1180-2 573 (600-2)  |   |
| CIRCLING     | 1180-1 569 (600-1) | 1180-1½ 569 (600-1½) | 1200-2 589 (600-2)   | 1580-3 969 (1000-3) |   |

**MIRL Rwy 13-31 **0****

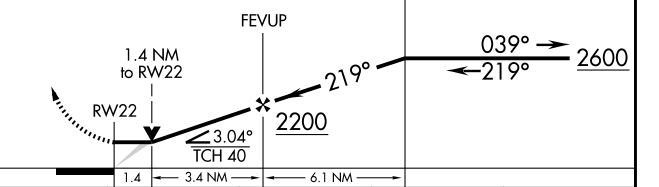
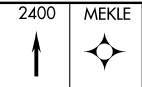
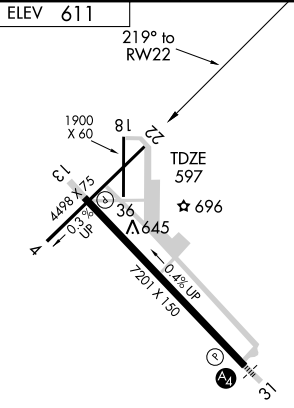
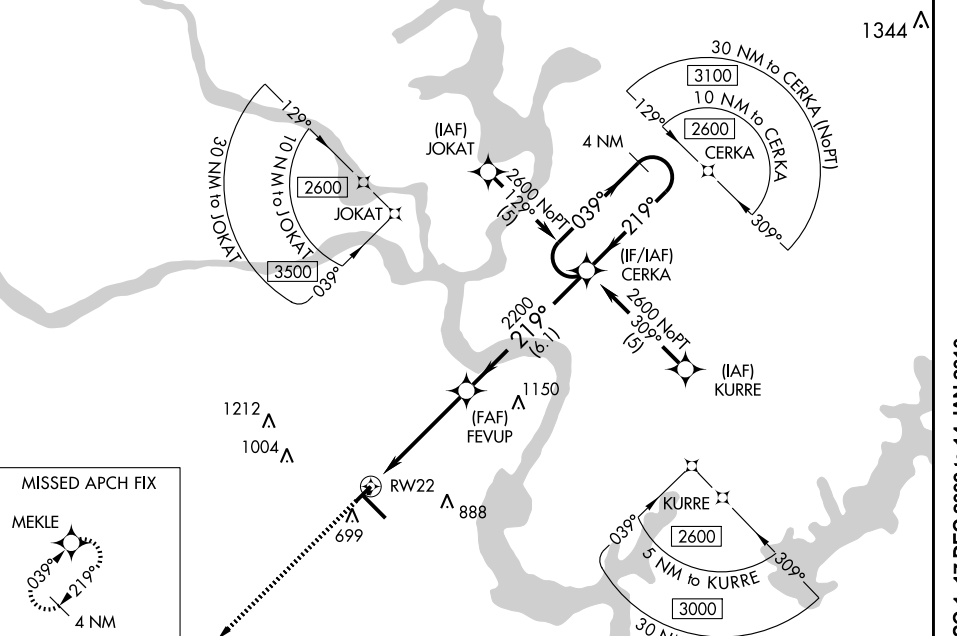
▼

Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

▲

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

|                 |                                   |                          |
|-----------------|-----------------------------------|--------------------------|
| ASOS<br>135.025 | FORT WORTH CENTER<br>132.2 338.35 | UNICOM<br>122.8 (CTAF) 0 |
|-----------------|-----------------------------------|--------------------------|



| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LNAV MDA | 1100-1                | 503 (500-1)           | 1100-1½                 | 503 (500-1½)          |
| CIRCLING | 1120-1<br>509 (600-1) | 1160-1<br>549 (600-1) | 1180-1½<br>569 (600-1½) | 1200-2<br>589 (600-2) |

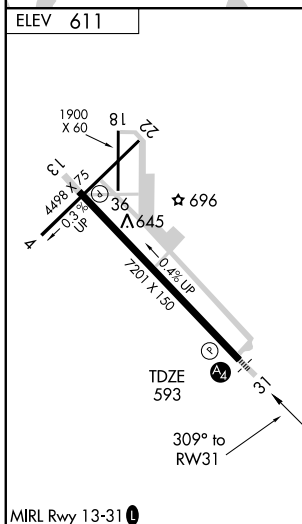
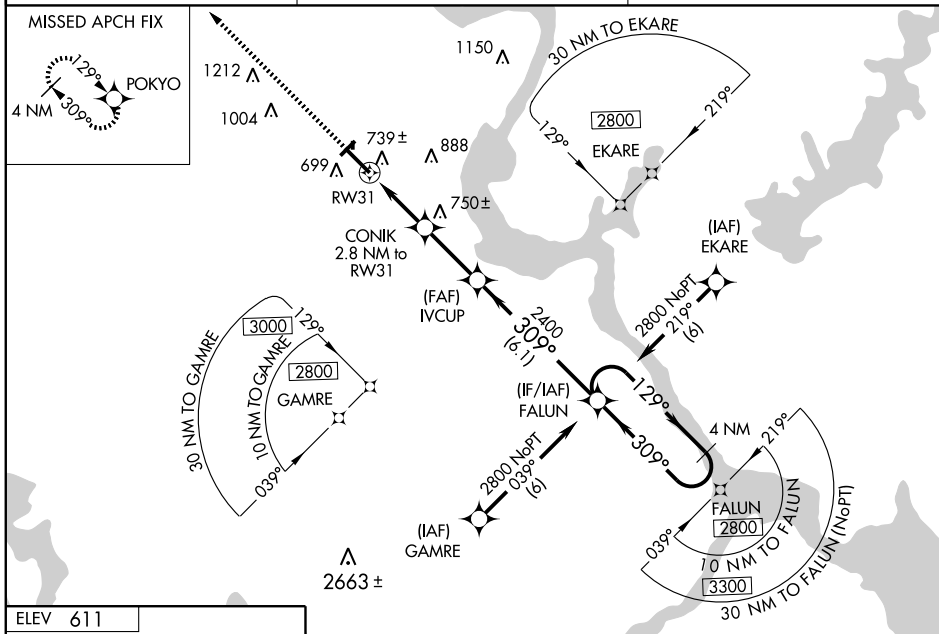
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>42807</b><br><b>W31B</b> | APP CRS<br><b>309°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7201</b><br><b>593</b><br><b>611</b> |
|--|------------------------|-----------------------------|---|



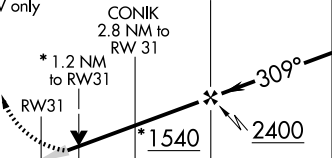
## RNAV (GPS) RWY 31

MUSKOGEE/ DAVIS FIELD (MKO)

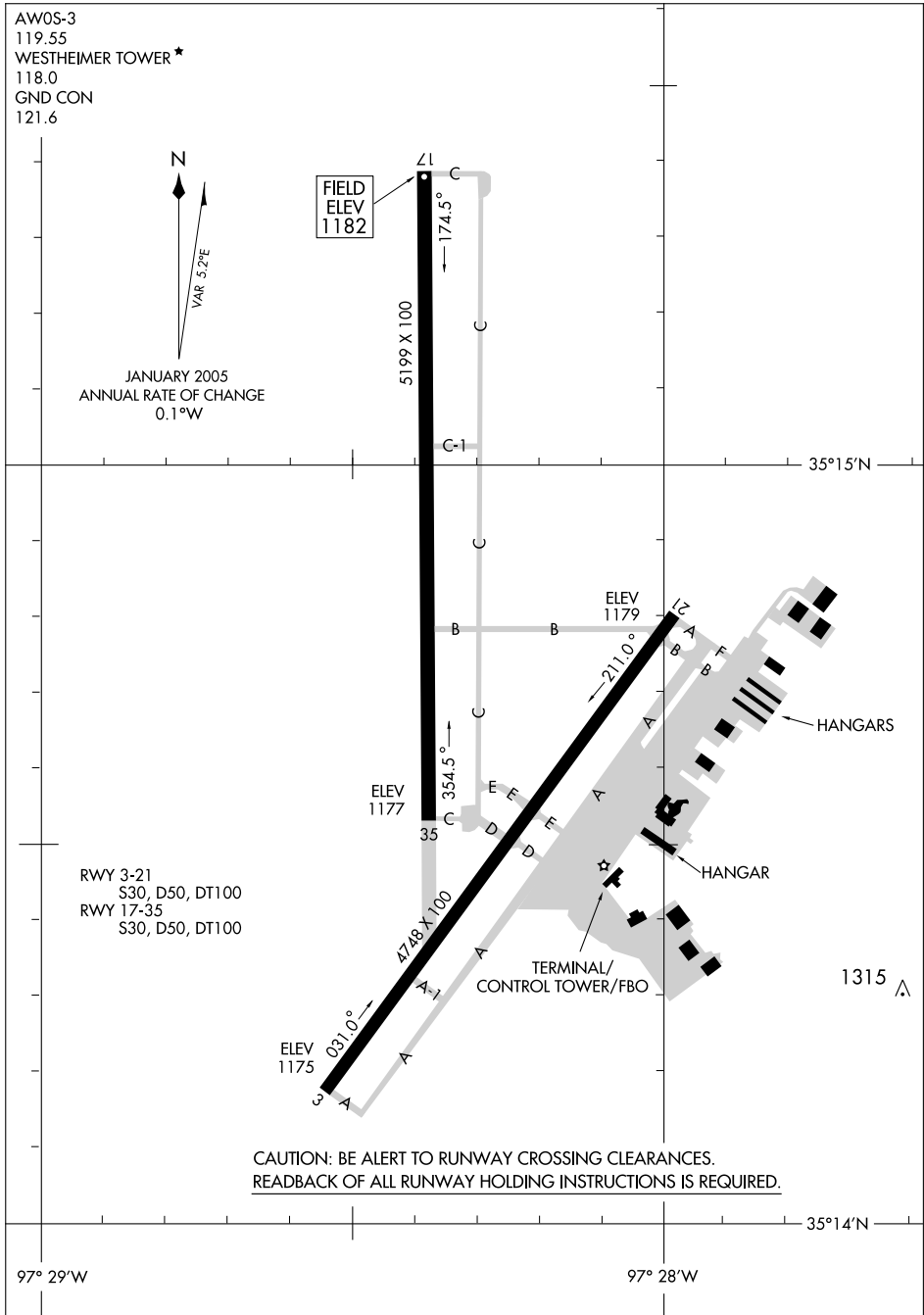
|   |             |  |
|---|-------------|--|
| <p>For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.</p> | <p>MALS</p> | <p>MISSED APPROACH: Climb to 2900 direct POKYO and hold.</p> |
|---|-------------|--|

|                        |  |                               |
|------------------------|--|-------------------------------|
| ASOS<br><b>135.025</b> | FORT WORTH CENTER<br><b>132.2 338.35</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------|--|-------------------------------|



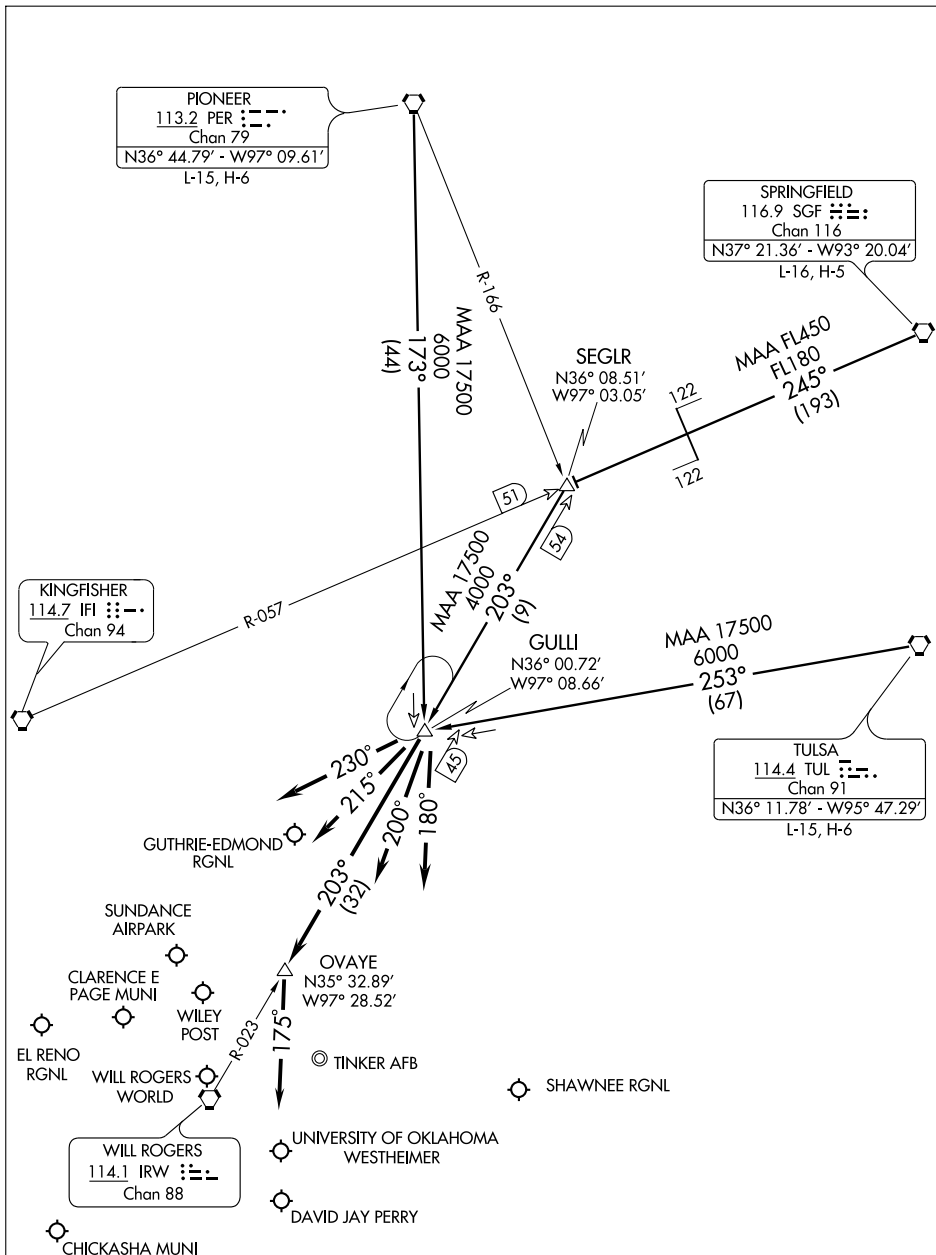
|   |   |                             |  |                            |                            |
|---|---|-----------------------------|--|----------------------------|----------------------------|
| 2900  | POKYO   | 4 NM Holding Pattern        |  |                            |                            |
|  |  |                             |  |                            |                            |
| *LNAV only  |   |                             |  |                            |                            |
|  |   | CONIK<br>2.8 NM to<br>RW 31 |  |                            | IVCUP                      |
|   |   | *1.2 NM to RW31             |  |                            | FALUN                      |
|   |   | *1540                       |  |                            | 2400                       |
|   |   | 1.2                         |  |                            | 1.6 NM                     |
|   |   | 2.7 NM                      |  |                            | 6.1 NM                     |
|   |   | 129°                        |  |                            | 309°                       |
|   |   | 2800                        |  |                            | GS 3.00°<br>TCH 53         |
| CATEGORY  |   | A                           |  | B                          | C                          |
| LPV DA  |   | 843-1                       |  | 250 (300-1)                |                            |
| LNAV/<br>VNAV DA  |   | 1139-2                      |  | 546 (600-2)                |                            |
| LNAV MDA  |   | 1000-3/4 407 (400-3/4)      |  | 1000-1 1/4 407 (400-1 1/4) | 1000-1 1/2 407 (400-1 1/2) |
| CIRCLING  |   | 1120-1 509 (600-1)          |  | 1160-1 549 (600-1)         | 1180-1 1/2 569 (600-1 1/2) |
|   |   | 1200-2 589 (600-2)          |  | 1580-3 969 (1000-3)        |                            |

# AIRPORT DIAGRAM



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

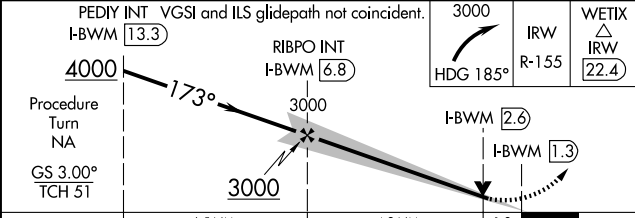
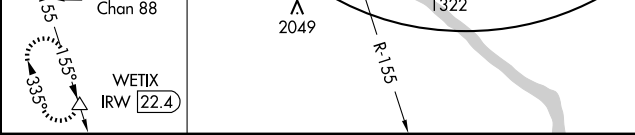
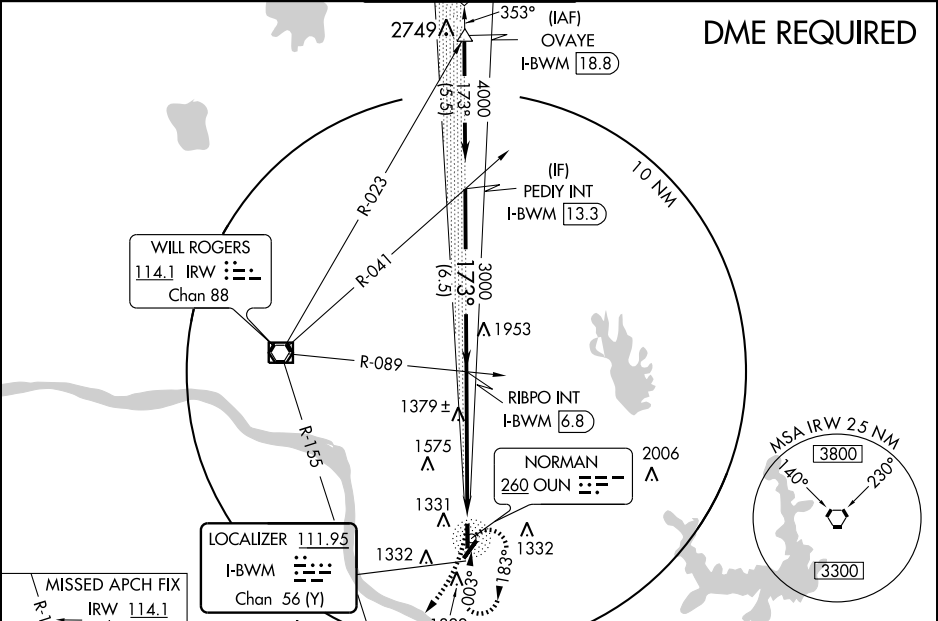
. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

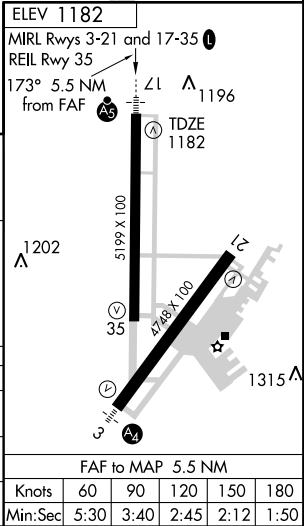
|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-BWM | APP CRS | Rwy Idg  | 5199 |
| 111.95        | 173°    | TDZE     | 1182 |
| Chan 56 (Y)   |         | Apt Elev | 1182 |

ILS or LOC RWY 17  
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

|  |   |   |   |                                     |
|--|---|---|---|-------------------------------------|
| <div><div><div>T</div><div>A</div></div><div>If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.</div></div> |   | <div>MALSR</div> <div><div><div><div><div></div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div></div> | <div>MISSED APPROACH: Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 to WETIX/IRW 22.4 DME and hold.</div> |                                     |
| <div>AWOS-3</div> <div>119.55</div>  | <div>OKE CITY APP CON</div> <div>120.45 288.325</div> | <div>WESTHEIMER TOWER ★</div> <div>118.0 (CTAF) 0</div>   | <div>GND CON</div> <div>121.6</div>   | <div>UNICOM</div> <div>122.95</div> |



| CATEGORY | A                      | B                          | C                  | D |
|----------|------------------------|----------------------------|--------------------|---|
| S-ILS 17 | 1382-1/2 200 (200-1/2) |                            |                    |   |
| S-LOC 17 | 1680-1/2 498 (500-1/2) | 1680-3/4 498 (500-3/4)     | 1680-1 498 (500-1) |   |
| CIRCLING | 1680-1 498 (500-1)     | 1680-1 1/2 498 (500-1 1/2) | 1740-2 558 (600-2) |   |



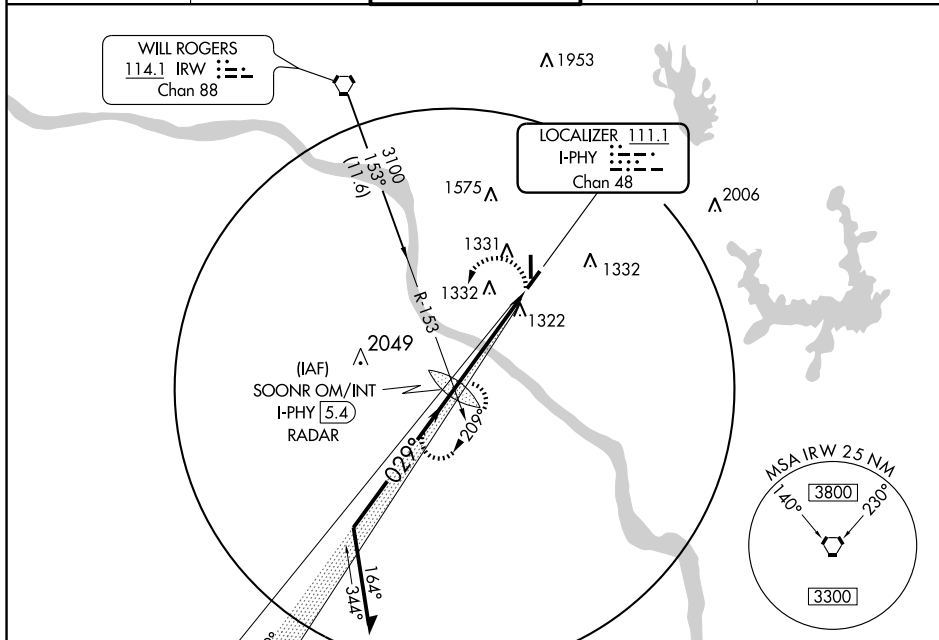
|                                      |                        |   |
|--------------------------------------|------------------------|---|
| LOC I-PHY<br><b>111.1</b><br>Chan 48 | APP CRS<br><b>029°</b> | Rwy Idg <b>4748</b><br>TDZE <b>1177</b><br>Apt Elev <b>1182</b> |
|--------------------------------------|------------------------|---|

**LOC RWY 3**

NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

|   |  |  |
|---|--|--|
| <p><b>▼</b> If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.</p> <p><b>▲ NA</b></p> | <p><b>MALS</b><br/><b>A<sub>1</sub></b> </p> | <p><b>MISSED APPROACH:</b> Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.</p> |
|---|--|--|

|  |  |  |  |  |
|--|--|--|--|--|
| <p><b>AWOS-3</b><br/><b>119.55</b></p> | <p><b>OKE CITY APP CON</b><br/><b>120.45 288.325</b></p> | <p><b>WESTHEIMER TOWER*</b><br/><b>118.0 (CTAF)</b> <b>0</b></p> | <p><b>GND CON</b><br/><b>121.6</b></p> | <p><b>UNICOM</b><br/><b>122.95</b></p> |
|--|--|--|--|--|





|  |                       |                       |                               |                       |   |  |  |  |  |
|--|-----------------------|-----------------------|-------------------------------|-----------------------|---|--|--|--|--|
| <p>Remain within 10 NM</p> <p>3100</p> <p>209°</p> <p>029°</p> <p>2600*</p> <p>2.97°</p> <p>TCH 30</p> <p>4.5 NM</p> <p>I-PHY 0.9</p> <p>SOONR OM/INT I-PHY 5.4/RADAR</p> <p>3100</p> <p>I-PHY SW CRS</p> <p>SOONR</p> |                       |                       |                               |                       | <p><b>ELEV 1182</b> <b>REIL Rwy 35</b></p> <p><b>MIRL Rws 3-21 and 17-35</b> <b>1</b></p> <p><b>Δ 1196</b></p> <p><b>Δ 1202</b></p> <p><b>Δ 1315</b></p> <p><b>TDZE 1177</b></p> <p><b>029° 4.5 NM from FAF</b></p> <p><b>5199 X 100</b></p> <p><b>4748 X 100</b></p> <p><b>FAF to MAP 4.5 NM</b></p> |  |  |  |  |
| <p><b>VGSI and Descent Angles not coincident.</b></p>  |                       |                       |                               |                       | <p><b>5199 X 100</b></p> <p><b>4748 X 100</b></p>   |  |  |  |  |
| CATEGORY   | A                     | B                     | C                             | D                     | <p><b>Knots</b> 60 90 120 150 180</p> <p><b>Min:Sec</b> 4:30 3:00 2:15 1:48 1:30</p>  |  |  |  |  |
| S-3  | 1580-3/4              | 403 (400-3/4)         | 1580-1 1/4                    | 403 (400-1 1/4)       |   |  |  |  |  |
| CIRCLING   | 1640-1<br>458 (500-1) | 1660-1<br>478 (500-1) | 1660-1 1/2<br>478 (500-1 1/2) | 1740-2<br>559 (600-2) |   |  |  |  |  |

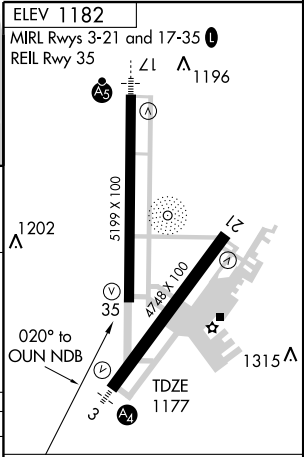
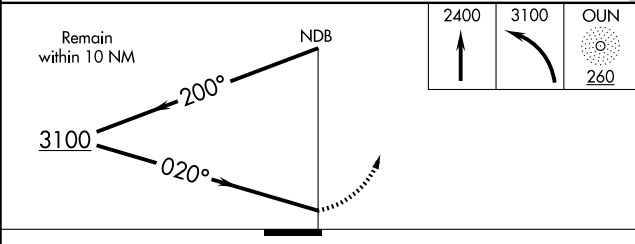
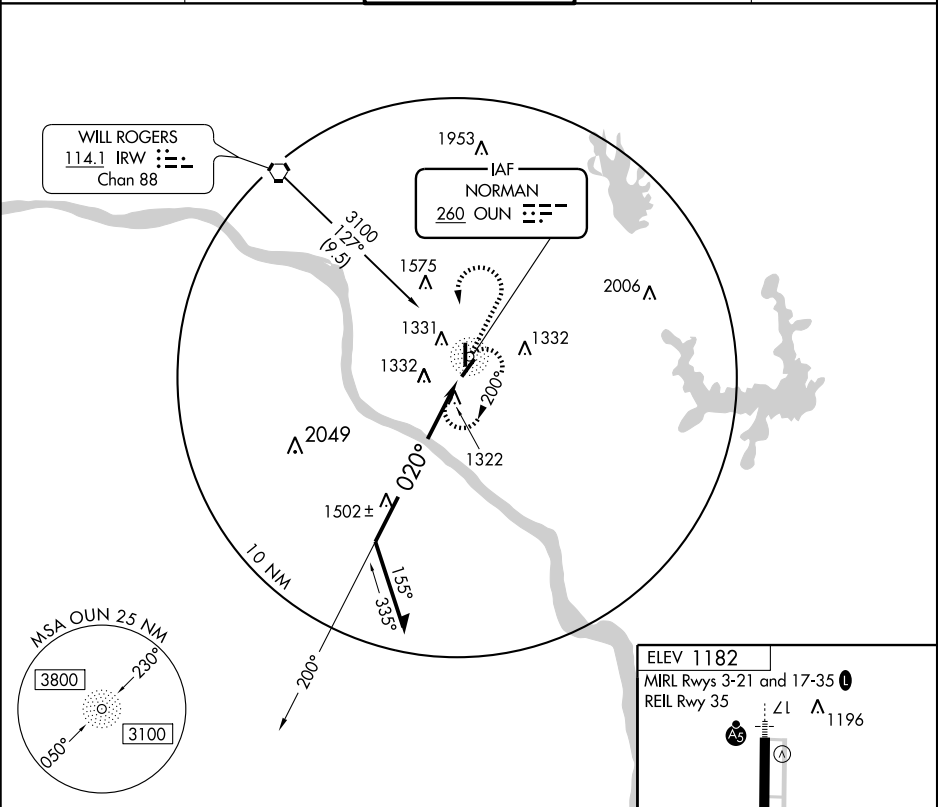
NDB RWY 3

|            |             |          |      |
|------------|-------------|----------|------|
| NDB OUN    | APP CRS     | Rwy Idg  | 4748 |
| <u>260</u> | <u>020°</u> | TDZE     | 1177 |
|            |             | Apt Elev | 1182 |

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

|  |   |  |
|--|---|--|
| <p>▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.</p> | <p>MALS </p> | <p>MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.</p> |
|--|---|--|

|                  |                                    |   |                  |                  |
|------------------|------------------------------------|---|------------------|------------------|
| AWOS-3<br>119.55 | OKE CITY APP CON<br>120.45 288.325 | WESTHEIMER TOWER*<br>118.0 (CTAF)  | GND CON<br>121.6 | UNICOM<br>122.95 |
|------------------|------------------------------------|---|------------------|------------------|



| CATEGORY | A                      | B | C                  | D                          |
|----------|------------------------|---|--------------------|----------------------------|
| S-3      | 1860-3/4 683 (700-3/4) |   | 1860-2 683 (700-2) | 1860-2 1/4 683 (700-2 1/4) |
| CIRCLING | 1860-1 678 (700-1)     |   | 1860-2 678 (700-2) | 1860-2 1/4 678 (700-2 1/4) |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

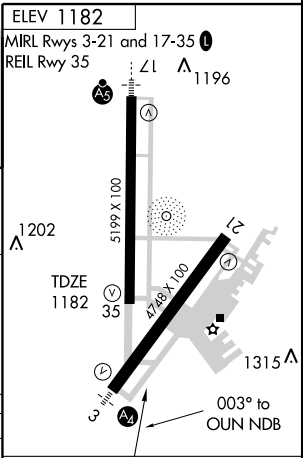
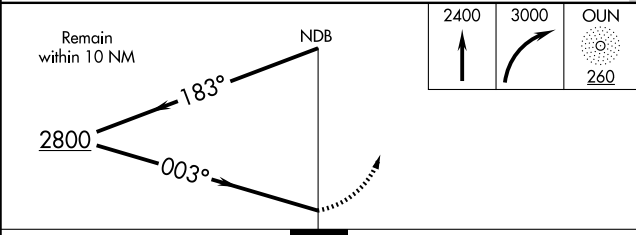
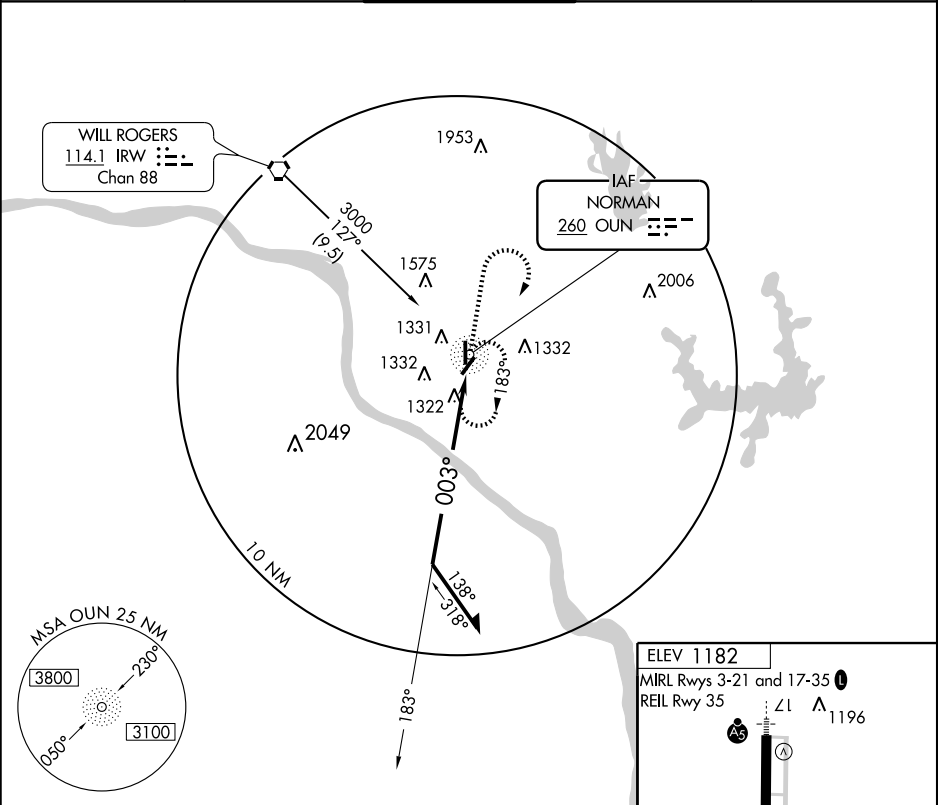
NDB RWY 35

|            |             |          |      |
|------------|-------------|----------|------|
| NDB OUN    | APP CRS     | Rwy Idg  | 5199 |
| <u>260</u> | <u>003°</u> | TDZE     | 1182 |
|            |             | Apt Elev | 1182 |

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

|  |   |
|--|---|
| <p><b>T</b> If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling not authorized southeast of Rwy 3-21.</p> <p><b>A</b></p> | MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold. |
|--|---|

|                  |                                    |   |                  |                  |
|------------------|------------------------------------|---|------------------|------------------|
| AWOS-3<br>119.55 | OKE CITY APP CON<br>120.45 288.325 | WESTHEIMER TOWER ★<br>118.0 (CTAF) <b>0</b> | GND CON<br>121.6 | UNICOM<br>122.95 |
|------------------|------------------------------------|---|------------------|------------------|



| CATEGORY | A      | B           | C                     | D                       |
|----------|--------|-------------|-----------------------|-------------------------|
| S-35     | 1860-1 | 678 (700-1) | 1860-2<br>678 (700-2) | 1860-2¼<br>678 (700-2¼) |
| CIRCLING | 1860-1 | 678 (700-1) | 1860-2<br>678 (700-2) | 1860-2¼<br>678 (700-2¼) |

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4748 |
| 029°    | TDZE     | 1177 |
|         | Apt Elev | 1182 |

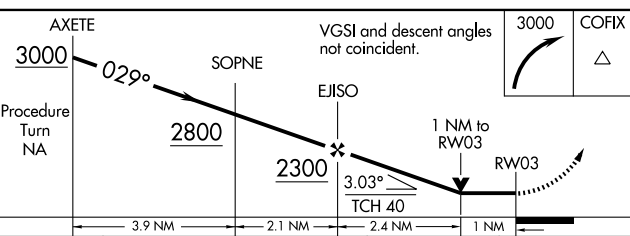
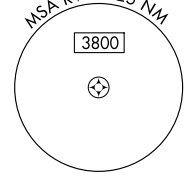
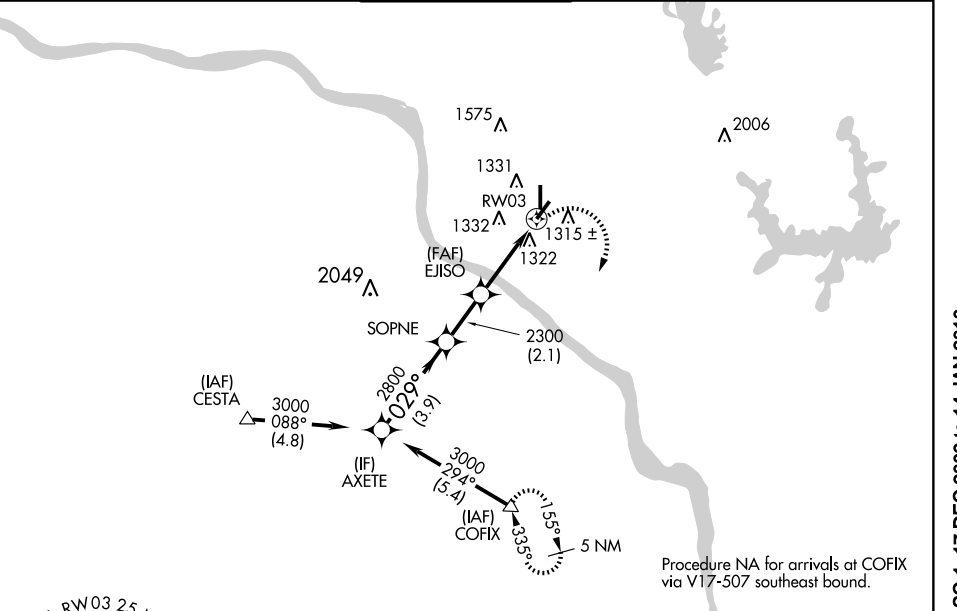
**⚠** Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwy 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS

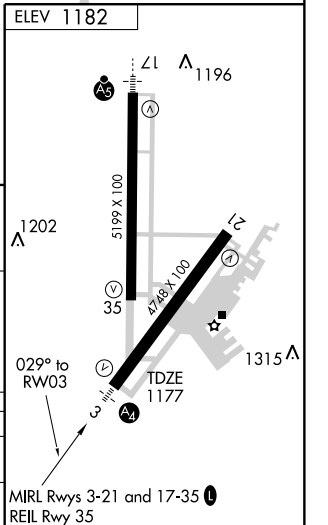
**A4**

MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

|                  |                                    |                                   |                  |                  |
|------------------|------------------------------------|-----------------------------------|------------------|------------------|
| AWOS-3<br>119.55 | OKE CITY APP CON<br>120.45 288.325 | WESTHEIMER TOWER★<br>118.0 (CTAF) | GND CON<br>121.6 | UNICOM<br>122.95 |
|------------------|------------------------------------|-----------------------------------|------------------|------------------|



| CATEGORY | A                      | B                  | C                          | D                  |
|----------|------------------------|--------------------|----------------------------|--------------------|
| LNAV MDA | 1580-3/4 403 (400-3/4) | 1580-1 403 (400-1) | 1580-1 1/4 403 (400-1 1/4) |                    |
| CIRCLING | 1640-1 458 (500-1)     | 1660-1 478 (500-1) | 1660-1 1/2 478 (500-1 1/2) | 1740-2 558 (600-2) |



SC-1. 17 DEC 2009 to 14 JAN 2010

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58302</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg <b>5199</b><br>TDZE <b>1182</b><br>Apt Elev <b>1182</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

▼ If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting.

▲ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

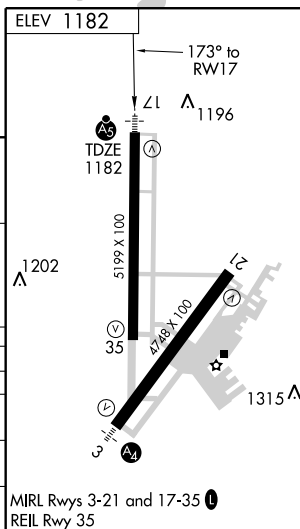
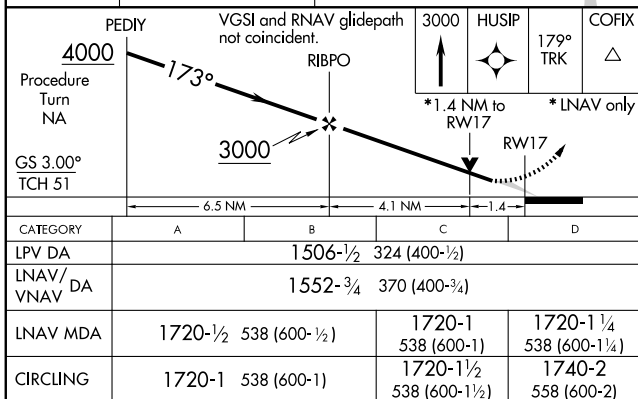
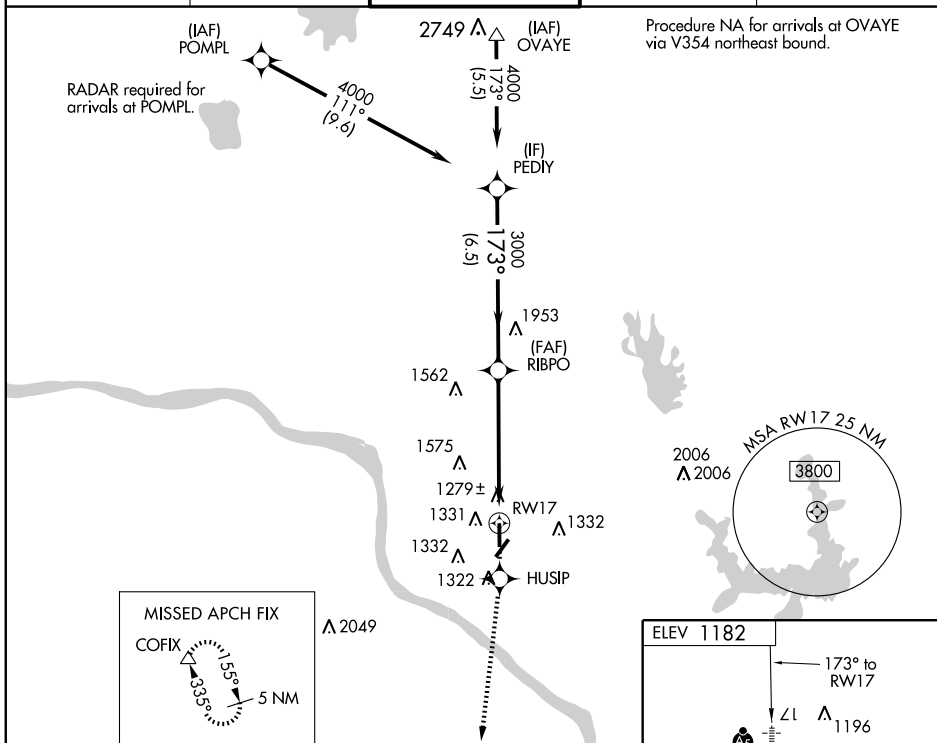
**MALSR** MISSED APPROACH:  
Climb to 3000 direct  
HUSIP and via 179°  
track to COFIX and hold.

AWOS-3  
119.55

OKE CITY APP CON  
120.45 288.325

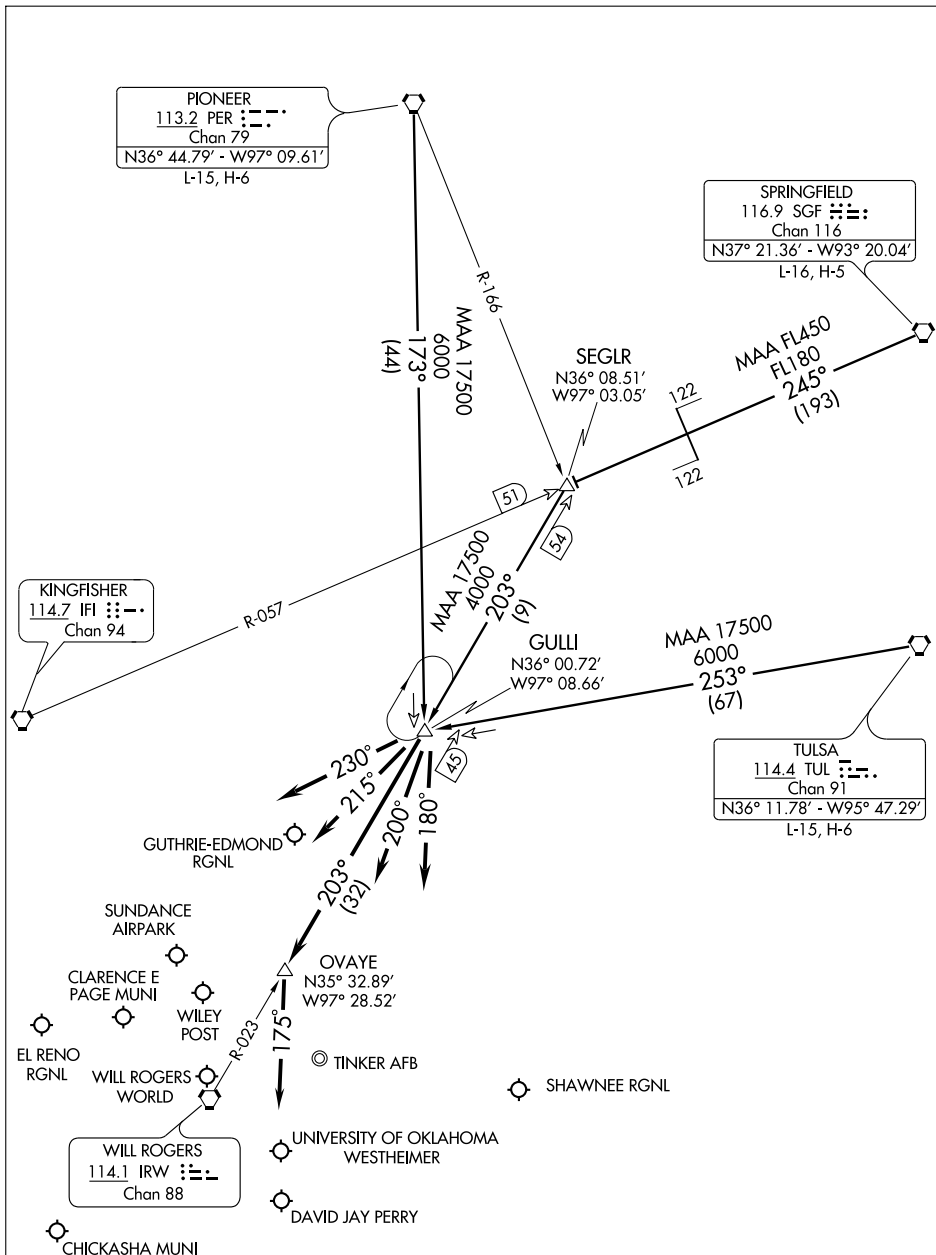
WESTHEIMER TOWER★  
118.0 (CTAF) ①

GND CON  
121.6

UNICOM  
122.95

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-HSD **109.9** APP CRS **168°** Rwy Idg **5001**  
 TDZE **1178**  
 Apt Elev **1193**

LOC RWY 17

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

▼ Use Wiley Post altimeter setting.

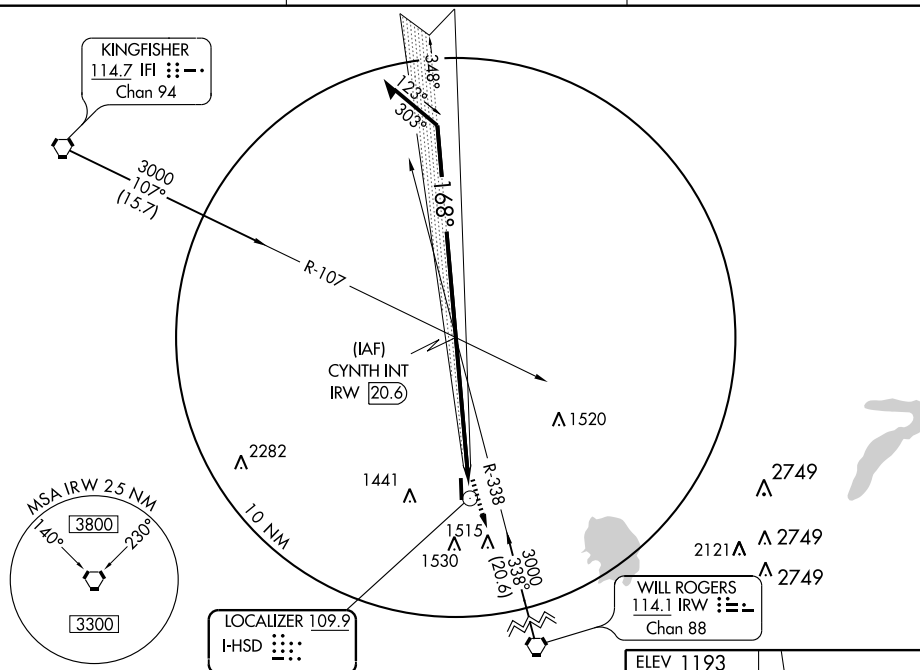
▲ NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON  
**124.6 266.8**

CLNC DEL  
**123.7**

UNICOM  
**122.7 (CTAF) 1**



SC-1, 17 DEC 2009 to 14 JAN 2010

Remain  
 within 10 NM

CYNTH INT  
 IRW **20.6**

VGSI descent angles  
 not coincident.

3000

IRW

**114.1**

3000

2800

IRW  
**15.7**

TCH 40

5 NM

ELEV 1193

168° 5 NM  
 from FAF

TDZE  
 1178

1208

5001 X 1000

35

LOC

MIRL Rwy 17-35 **1**

FAF to MAP 5 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| S-17     | 1500-1 322 (400-1)    |                       |                         | NA |
| CIRCLING | 1740-1<br>547 (600-1) | 1780-1<br>587 (600-1) | 1780-1½<br>587 (600-1½) | NA |

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5001</b> |
| <b>171°</b> | TDZE     | <b>1178</b> |
|             | Apt Elev | <b>1193</b> |

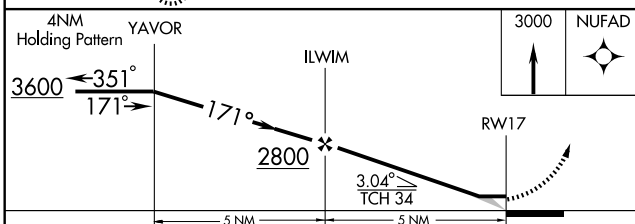
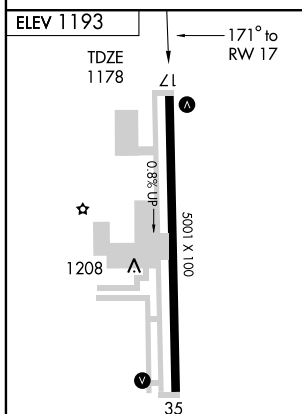
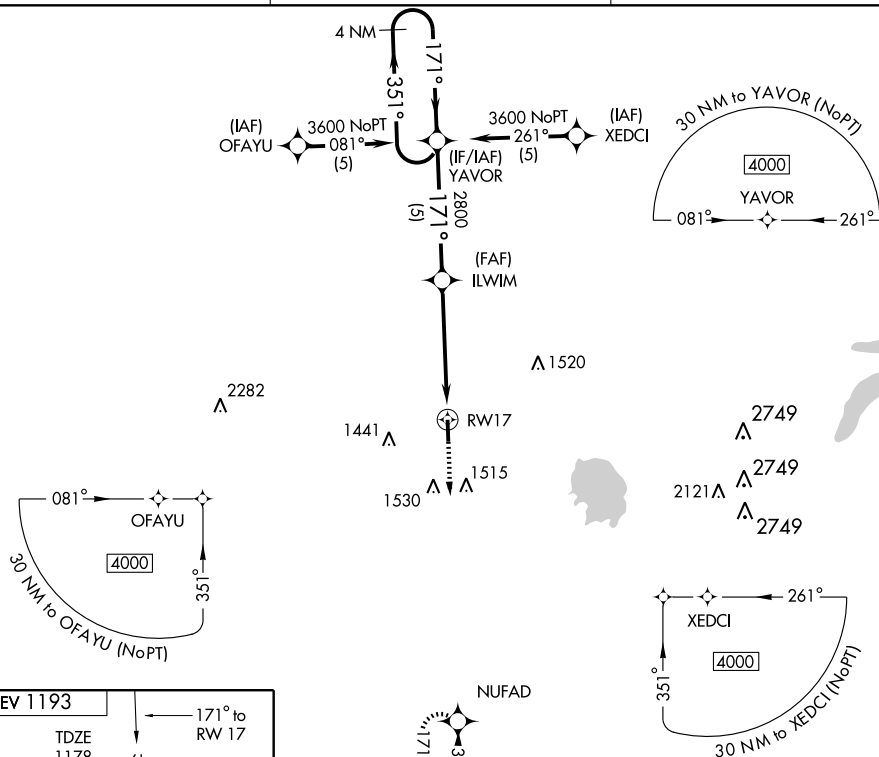
## RNAV (GPS) RWY 17

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

**T** **A** **NA** Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON  
124.6 266.8

CLNC DEL  
123.7UNICOM  
122.7 (CTAF) **L**

| CATEGORY         | A                     | B                     | C                       | D  |
|------------------|-----------------------|-----------------------|-------------------------|----|
| GLS DA           | NA                    |                       |                         |    |
| LNAV/<br>VNAV DA | NA                    |                       |                         |    |
| LNAV MDA         | 1600-1 422 (500-1)    |                       | 1600-1¼<br>422 (500-1¼) | NA |
| CIRCLING         | 1740-1<br>547 (600-1) | 1780-1<br>587 (600-1) | 1780-1½<br>587 (600-1½) | NA |

SC-1. 17 DEC 2009 to 14 JAN 2010

MIRL Rwy 17-35 **L**

APP CRS  
**351°**

Rwy Idg  
**5001**

TDZE  
**1193**

Apt Elev  
**1193**

RNAV (GPS) RWY 35

OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

▼

▲

NA

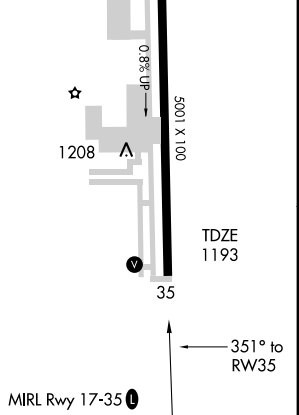
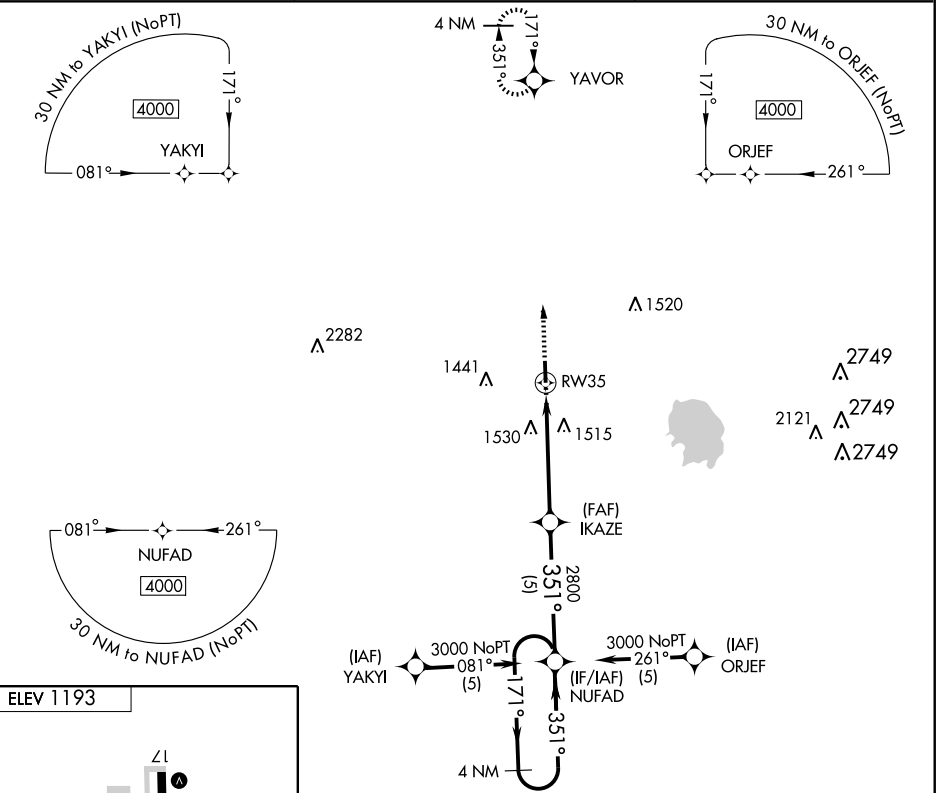
Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.



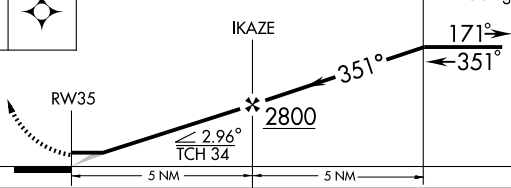
MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

OKE CITY APP CON  
**124.6 266.8**

CLNC DEL  
**123.7**

UNICOM  
**122.7 (CTAF)** **1**



|   |   |       |                      |                      |
|---|---|-------|----------------------|----------------------|
| 3000  | YAVOR   | NUFAD |                      | 4 NM Holding Pattern |
|  |  |       |                      |                      |
|  |   |       |                      |                      |
| CATEGORY  | A   | B     | C                    | D                    |
| GLS DA  | NA  |       |                      |                      |
| LNAV/VNAV DA  | NA  |       |                      |                      |
| LNAV MDA  | 1780-1 587 (600-1)  |       | 1780-1½ 587 (600-1½) | NA                   |
| CIRCLING  | 1780-1 587 (600-1)  |       | 1780-1½ 587 (600-1½) | NA                   |

|                                       |                        |   |
|---------------------------------------|------------------------|---|
| VORTAC IRW<br><u>114.1</u><br>Chan 88 | APP CRS<br><b>155°</b> | Rwy Idg <b>5001</b><br>TDZE <b>1178</b><br>Apt Elev <b>1193</b> |
|---------------------------------------|------------------------|---|

VOR RWY 17

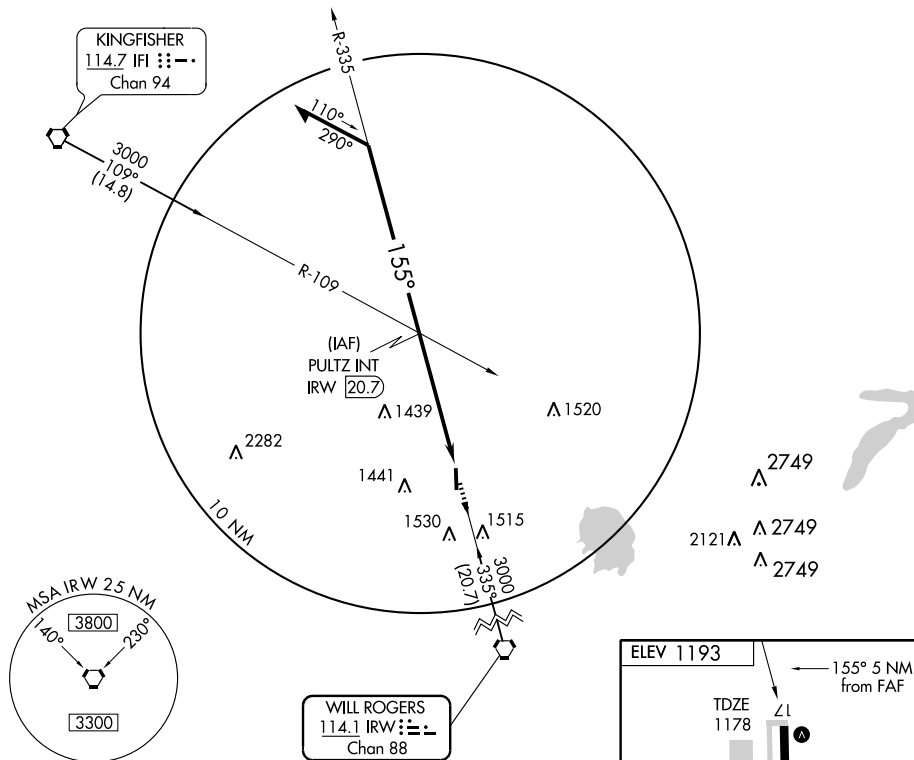
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

**T** Use Wiley Post altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct IRW VORTAC.

ANA

OKE CITY APP CON  
124.6 266.8

CLNC DEL  
123.7UNICOM  
122.7 (CTAF) **L**

SC-1. 17 DEC 2009 to 14 JAN 2010

Remain  
within 10 NM

PULTZ INT  
IPW 207

300

IRW

3000

2800

 $3.04^\circ$ 

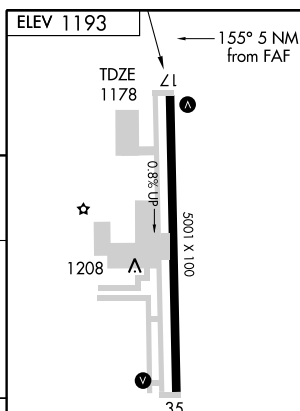
IRW

15.7

TCH 34



| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| S-17     | 1700-1                | 522 (600-1)           | 1700-1½<br>522 (600-1½) | NA |
| CIRCLING | 1740-1<br>547 (600-1) | 1780-1<br>587 (600-1) | 1780-1½<br>587 (600-1½) | NA |

MIRL Rwy 17-35 **L**

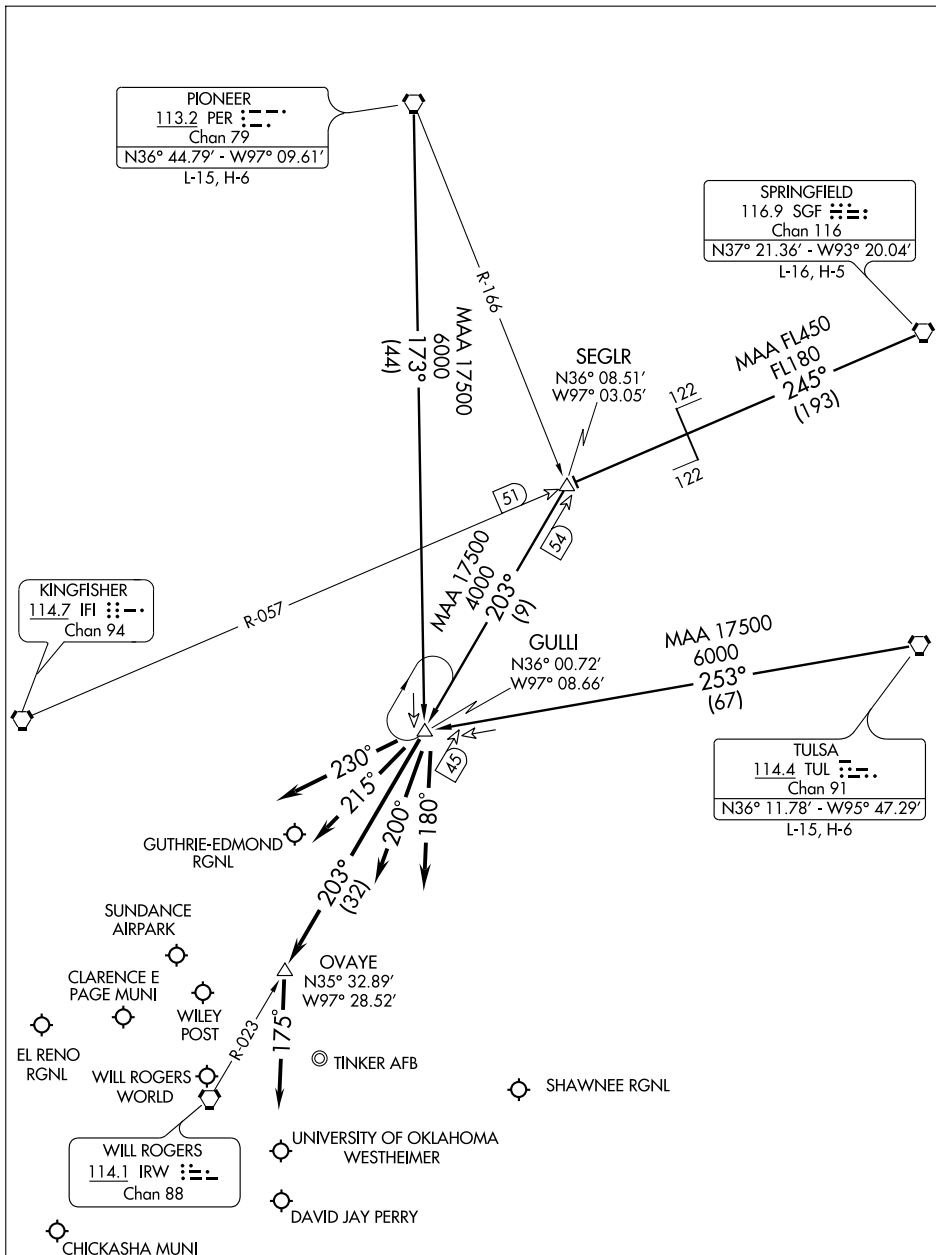
FAF to MAP 5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.



. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

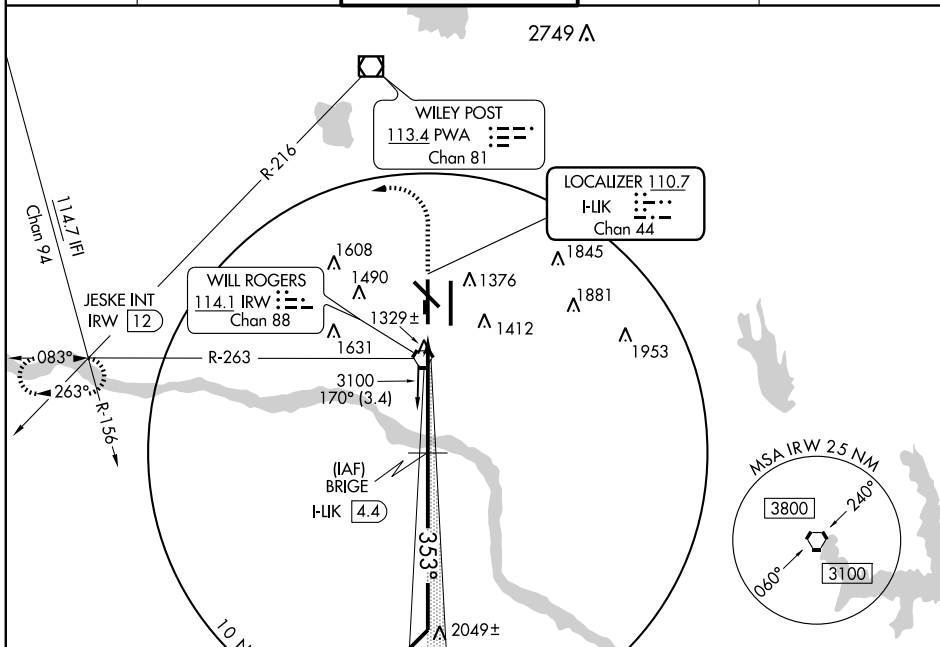
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-LIK<br><b>110.7</b><br>Chan <b>44</b> | APP CRS<br><b>353°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9800</b><br><b>1277</b><br><b>1295</b> |
|---|------------------------|-----------------------------|---|

# ILS or LOC/DME RWY 35L

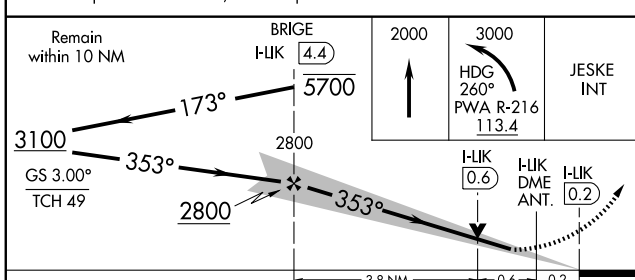
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

|  |   |   |
|--|---|---|
|  For inoperative MALSRS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000. | MALSRS<br> | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold. |
|--|---|---|

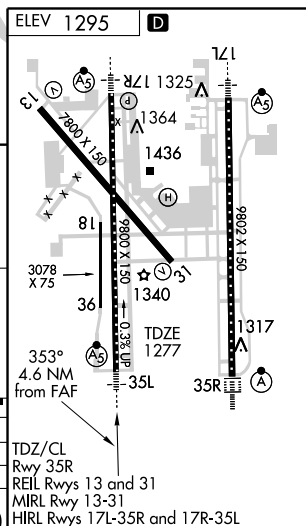
|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|



Cat E procedure turn NA, radar required.



| CATEGORY  | A                     | B                     | C                             | D                     | E                      |
|-----------|-----------------------|-----------------------|-------------------------------|-----------------------|------------------------|
| S-ILS 35L | 1477/24               |                       | 200 (200-1/2)                 |                       |                        |
| S-LOC 35L | 1580/24               |                       | 303 (300-1/2)                 | 1580/40               | 303 (300-3/4)          |
| CIRCLING  | 1740-1<br>445 (500-1) | 1760-1<br>465 (500-1) | 1760-1 1/2<br>465 (500-1 1/2) | 1860-2<br>565 (600-2) | 2240-3<br>945 (1000-3) |



|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC I-EXR<br><b>110.9</b><br>Chan <b>46</b> | APP CRS<br><b>173°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9802</b><br><b>1286</b><br><b>1295</b> |
|---|------------------------|-----------------------------|---|

## ILS or LOC RWY 17L

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)



For inoperative MALS, increase S-ILS 17L Cat E visibility to RVR 4000.  
For inoperative MALS, increase S-LOC 17L Cat E visibility to 1½.

MALS



MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

ATIS  
**125.85**

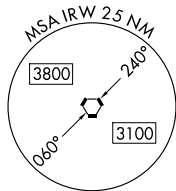
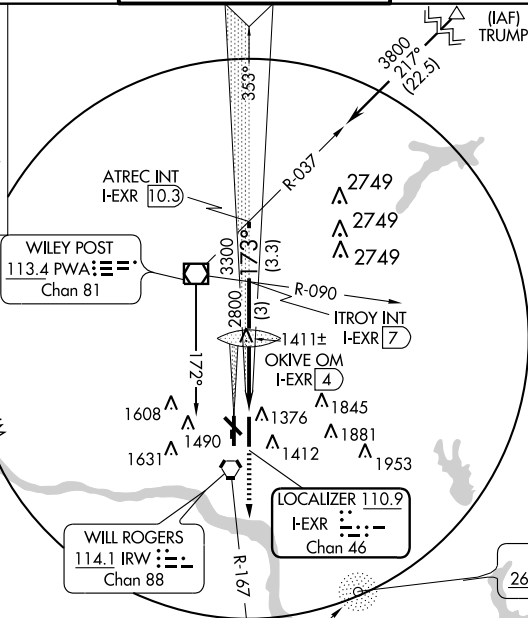
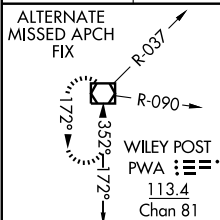
OKE CITY APP CON  
**124.6 266.8**

ROGERS TOWER  
**119.35 269.45**

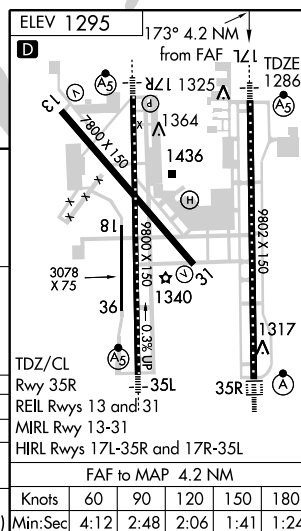
GND CON  
**121.9 348.6**

CLNC DEL  
**124.35**

ALTERNATE  
MISSED APCH  
FIX



ADF or DME REQUIRED



|   |                     |                    |                      |                    |                     |                     |              |
|---|---------------------|--------------------|----------------------|--------------------|---------------------|---------------------|--------------|
| <p>ATREC INT I-EXR <b>10.3</b>    ITROY INT I-EXR <b>7</b>    OKIVE OM I-EXR <b>4</b></p> <p>3800    173°    3300    2800</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 59</p> |                     |                    |                      |                    | 4000                | IRW R-167 114.1     | OCORE IRW 12 |
|   |                     |                    |                      |                    | HDG 173°            |                     |              |
|   |                     |                    |                      |                    | 3.3 NM              | 3 NM                | 4.2 NM       |
| CATEGORY  | A                   | B                  | C                    | D                  | E                   |                     |              |
| S-ILS 17L   | 1486/24 200 (200-½) |                    |                      |                    |                     |                     |              |
| S-LOC 17L   | 1680/24 394 (400-½) |                    |                      |                    | 1680/40 394 (400-¾) | 1680/50 394 (400-1) |              |
| CIRCLING  | 1740-1 445 (500-1)  | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |                     |              |

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-OKC | APP CRS | Rwy Idg  | 9800 |
| 110.7         | 173°    | TDZE     | 1282 |
| Chan 44       |         | Apt Elev | 1295 |

# ILS or LOC RWY 17R

## OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

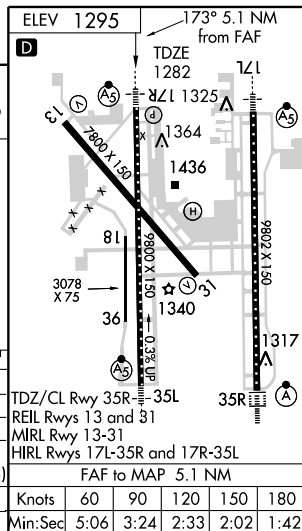
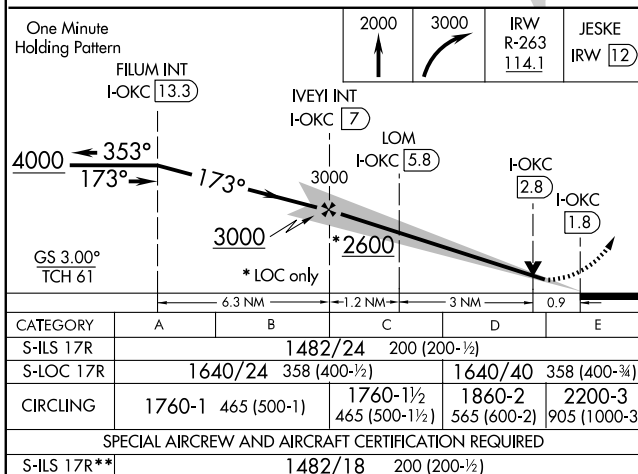
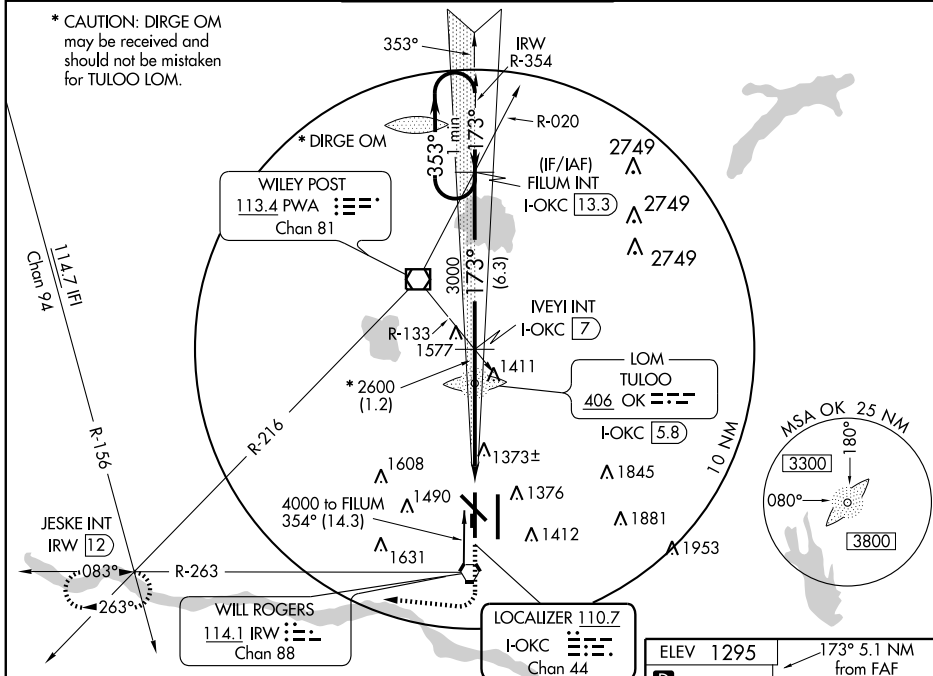
**ASR** Circling NA at night to Rwy 18-36.  
**\*\*** Use of flight director or autopilot or HGS required.



**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|

\* CAUTION: DIRGE OM may be received and should not be mistaken for TULOO LOM.



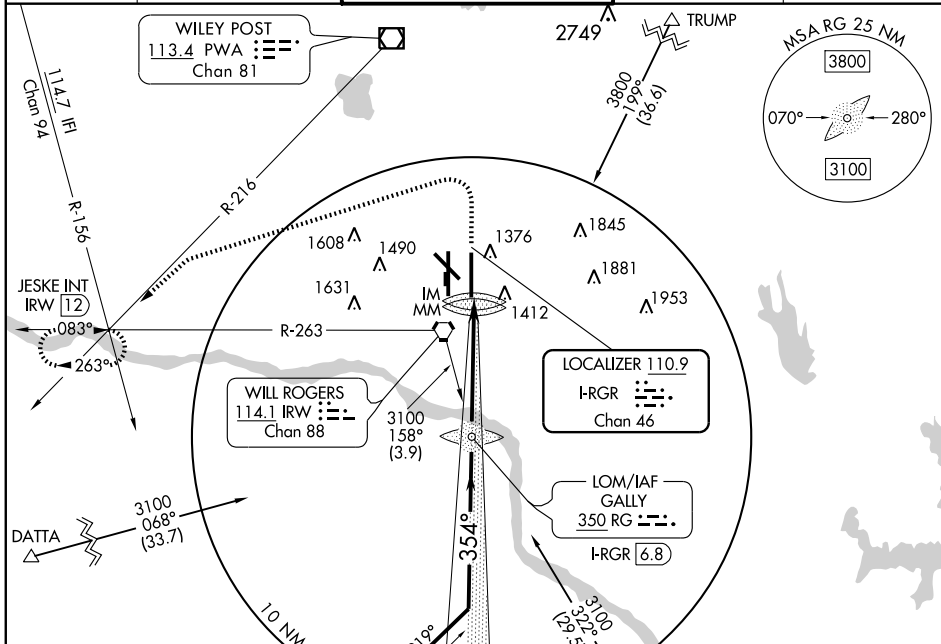
|   |                        |  |
|---|------------------------|--|
| LOC/DME I-RGR<br><b>110.9</b><br>Chan <b>46</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1294</b><br><b>1295</b> |
|---|------------------------|--|

## ILS RWY 35R

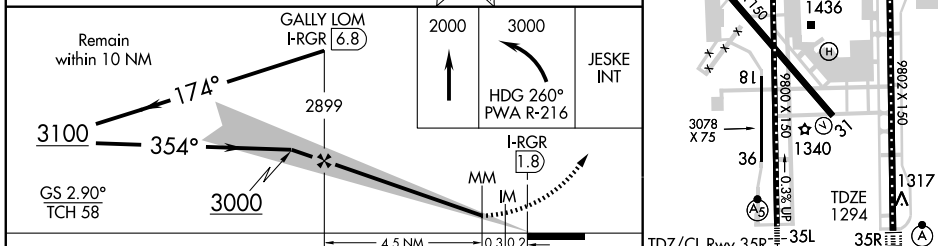
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

|  |                   |   |
|--|-------------------|---|
|  | <b>ALSF-2</b><br> | <b>MISSED APPROACH:</b> Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold. |
|--|-------------------|---|

|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|



ADF or DME REQUIRED



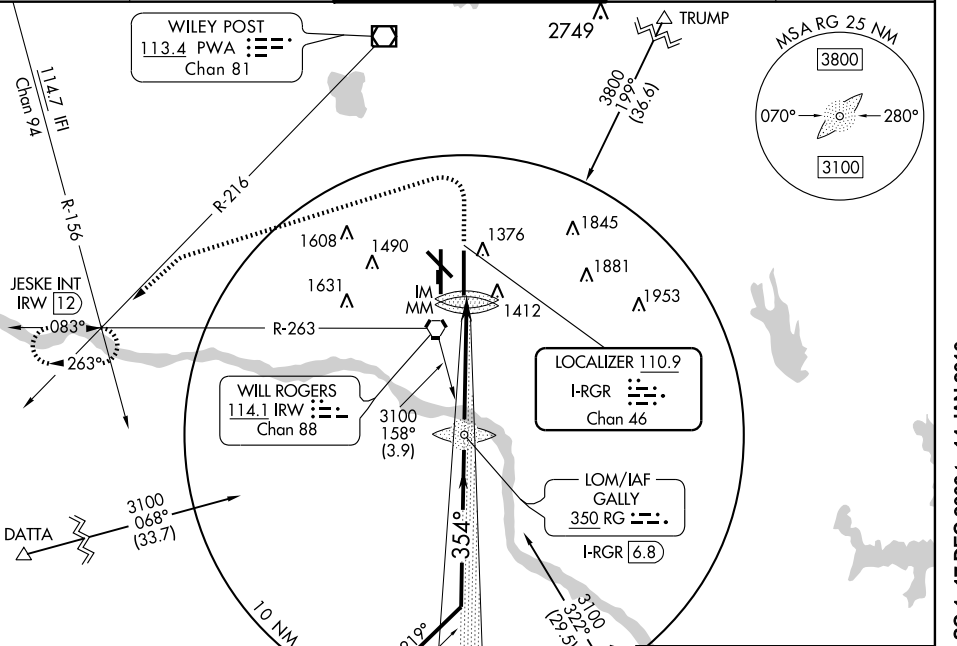
| CATEGORY  | A                  | B                    | C                  | D                   | E                      |
|-----------|--------------------|----------------------|--------------------|---------------------|------------------------|
| S-ILS 35R | 1494/18            | 200 (200-½)          |                    |                     | 1494/24<br>200 (200-½) |
| S-LOC 35R | 1620/24            | 326 (400-½)          | 1620/40            | 326 (400-¾)         |                        |
| CIRCLING  | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |                        |

|   |  |
|---|--|
| TDZ/CL Rwy 35R<br>REIL Rwy 13 and 31 354° 5 NM<br>MIRL Rwy 13-31 from FAF<br>HIRL Rwy 17L-35R and 17R-35L | FAF to MAP 5 NM<br>Knots<br>60 90 120 150 180<br>Min:Sec<br>5:00 3:20 2:30 2:00 1:40 |
|---|--|

ALS-F-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

|                |                                 |                               |                        |                    |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|
| ATIS<br>125.85 | OKE CITY APP CON<br>124.6 266.8 | ROGERS TOWER<br>119.35 269.45 | GND CON<br>121.9 348.6 | CLNC DEL<br>124.35 |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|



ADF or DME REQUIRED

Remain within 10 NM

3100

174°

2899

354°

3000

GS 2.90°  
TCH 58

2000

3000

HJDG 260°  
PWA R-216  
113.4

JESKE INT

IM DH

RA 178

RA 121

1294

MSL

4.5 NM

974'

987'

1029'

1088'

ELEV 1295

D

31

7800 X 150

1325

1364

1436

1340

1317

3078 X 75

36

35L

35R

051 X 2086

121

1294

TDZE

|           |   |           |             |   |
|-----------|---|-----------|-------------|---|
| CATEGORY  | A | B         | C           | D |
| S-ILS 35R |   | RA 178/16 | 150 DA 1444 |   |
| S-ILS 35R |   | RA 121/12 | 100 DA 1394 |   |

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 35R  
REIL Rwy 13 and 31  
MIRL Rwy 13-31  
HIRL Rwy 17L-35R and 17R-35L

SC-1, 17 DEC 2009 to 14 JAN 2010

▼

NA

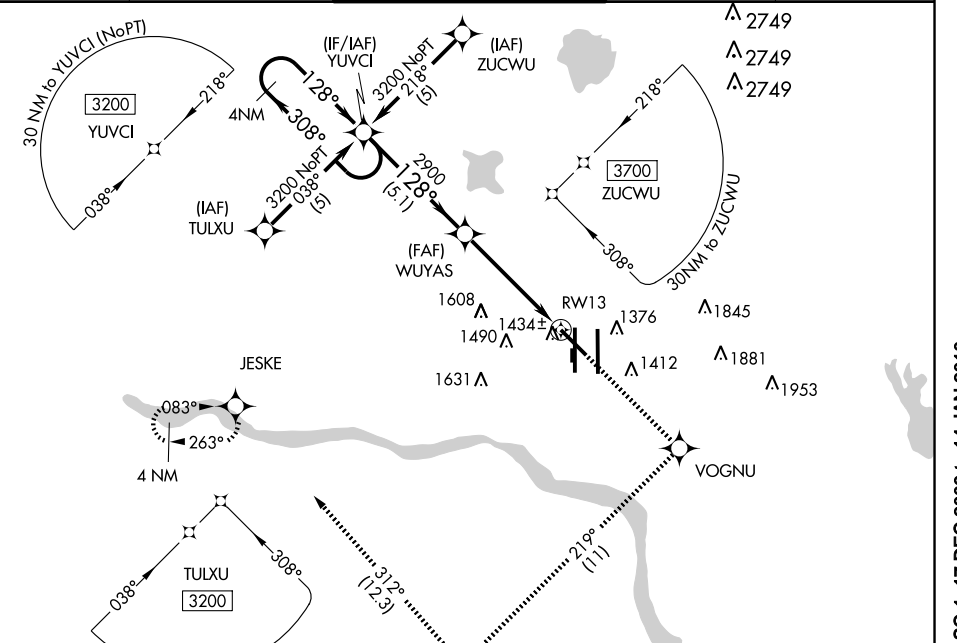
ASR

Baro-VNAV NA below -17°C (2°F)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

|                |                                 |                               |                        |                    |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|
| ATIS<br>125.85 | OKE CITY APP CON<br>124.6 266.8 | ROGERS TOWER<br>119.35 269.45 | GND CON<br>121.9 348.6 | CLNC DEL<br>124.35 |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|



4 NM Holding Pattern

YUVCI

3000

VOGNU

219° TRK

SUTUW

312° TRK

JESKE

3200

308°

128°

GS 3.00°

TCH 52

2900

128°

5.1 NM

3.6 NM

1.3 NM

RW13

|            |                         |              |                         |                         |
|------------|-------------------------|--------------|-------------------------|-------------------------|
| CATEGORY   | A                       | B            | C                       | D                       |
| GLS PA DA  | NA                      |              |                         |                         |
| INAV/ VNAV | 1700-1½                 | 421 (500-1½) |                         |                         |
| INAV MDA   | 1740-1                  | 461 (500-1)  | 1740-1¼<br>461 (500-1¼) | 1740-1½<br>461 (500-1½) |
| CIRCLING   | 1740-1½<br>445 (500-1½) | 1760-1½      | 465 (500-1½)            | 1860-2<br>565 (600-2)   |

ELEV 1295

D

128° to RW13

TDZE 1279

1800 X 150

9800 X 150

3078 X 75

36

81

1325

1364

1436

1340

1317

35L

35R

7L

35R

TDZ/CL Rwy 35R

REIL Rws 13 and 31



MIRL Rwy 13-31

HIRL Rws 17L-35R and 17R-35L

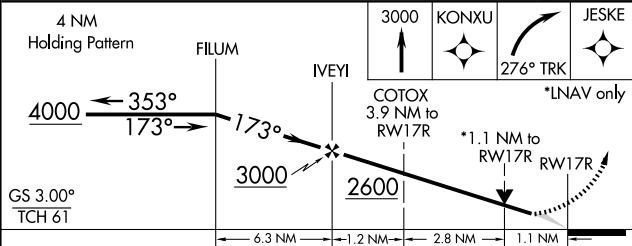
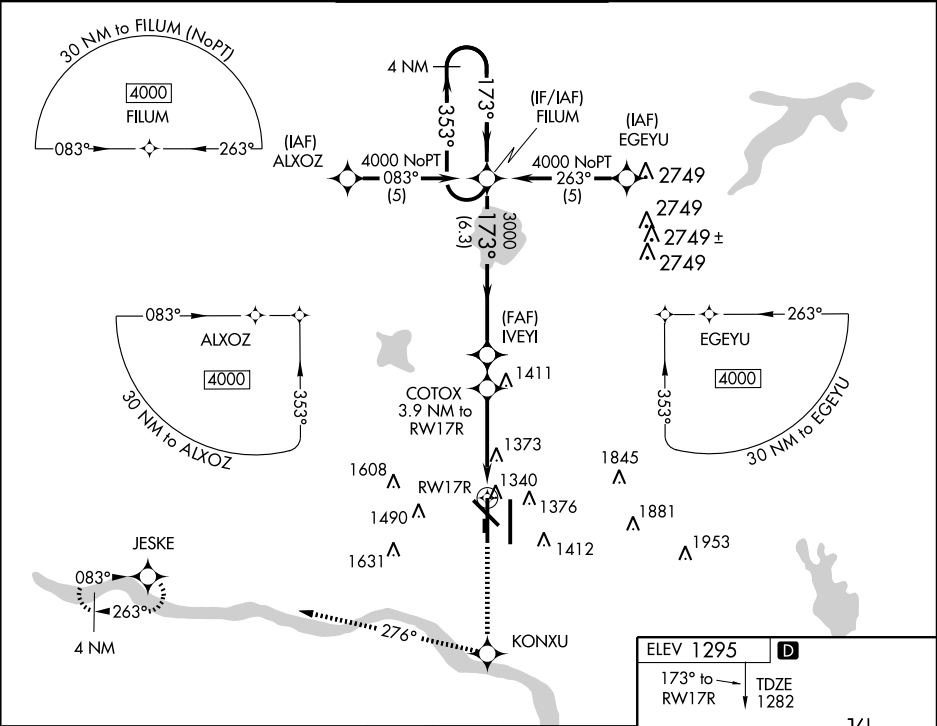
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>50102</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9800</b><br><b>1282</b><br><b>1295</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 17R

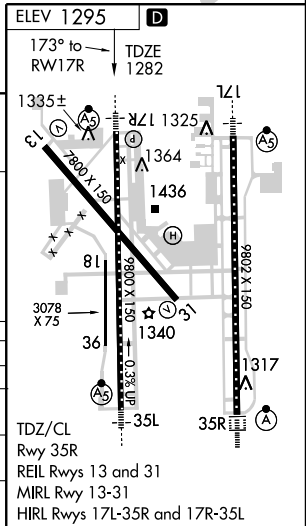
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

|  |  |  |
|--|--|--|
|  Circling to Rwy 18-36 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. | MALSR<br> | MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold. |
|--|--|--|

|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|



| CATEGORY     | A                     | B                     | C                      | D                      |
|--------------|-----------------------|-----------------------|------------------------|------------------------|
| LPV DA       | 1540/24               | 258 (300-½)           |                        |                        |
| LNAV/VNAV DA | 1610/24               | 328 (400-½)           |                        | 1610/40<br>328 (400-¾) |
| LNAV MDA     | 1680/24               | 398 (400-½)           |                        | 1680/50<br>398 (400-1) |
| CIRCLING     | 1740-1<br>445 (500-1) | 1760-1<br>465 (500-1) | 1760-1½<br>465 (500-½) | 1860-2<br>565 (600-2)  |





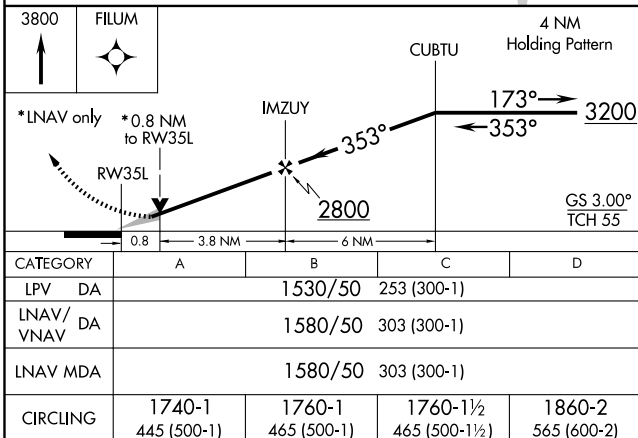
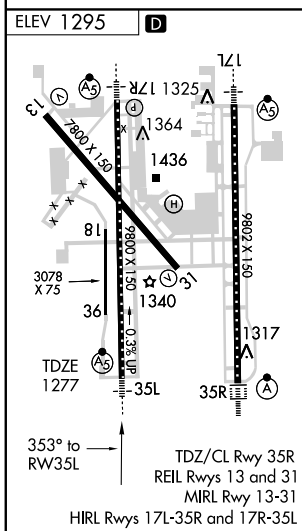
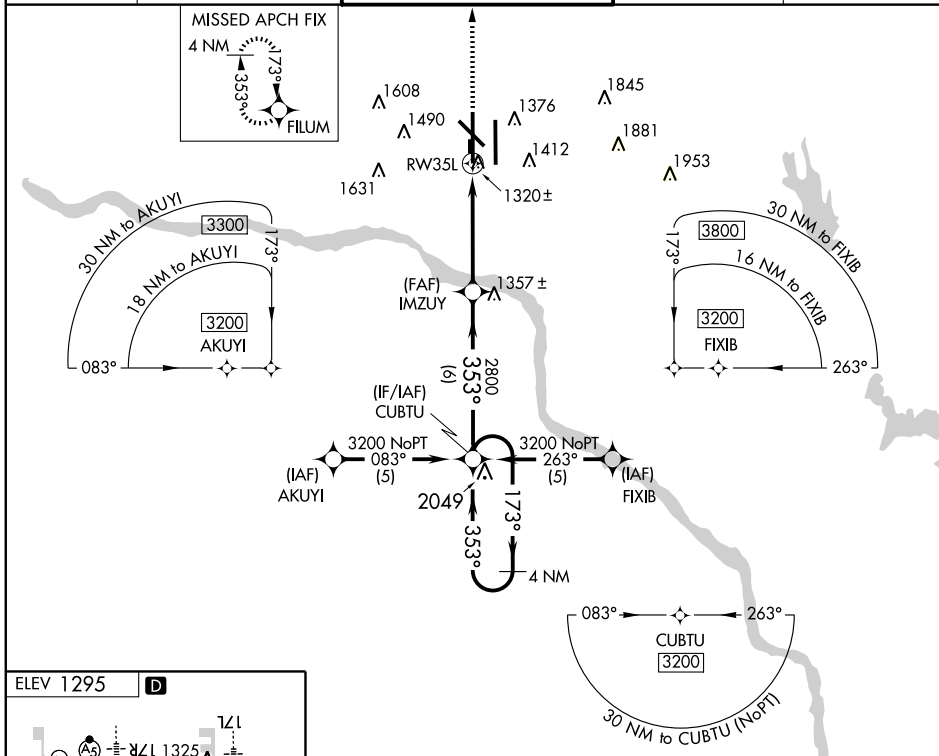
|                                 |                        |   |
|---------------------------------|------------------------|---|
| WAAS<br>CH <b>56202</b><br>W35A | APP CRS<br><b>353°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>1277</b><br><b>1295</b> |
|---------------------------------|------------------------|---|

## RNAV (GPS) RWY 35L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

|     |  |             |  |
|-----|--|-------------|--|
| ASR | Baro-VNAV NA below -17°C (2°F).<br>DME/DME RNP - 0.3 NA. | MALSR<br>A5 | MISSED APPROACH: Climb to<br>3800 direct FILUM and hold. |
|-----|--|-------------|--|

|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|



▼

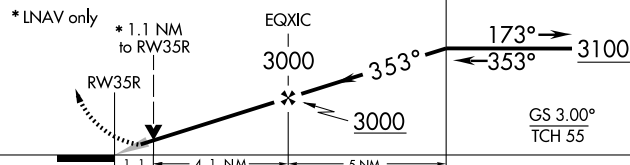
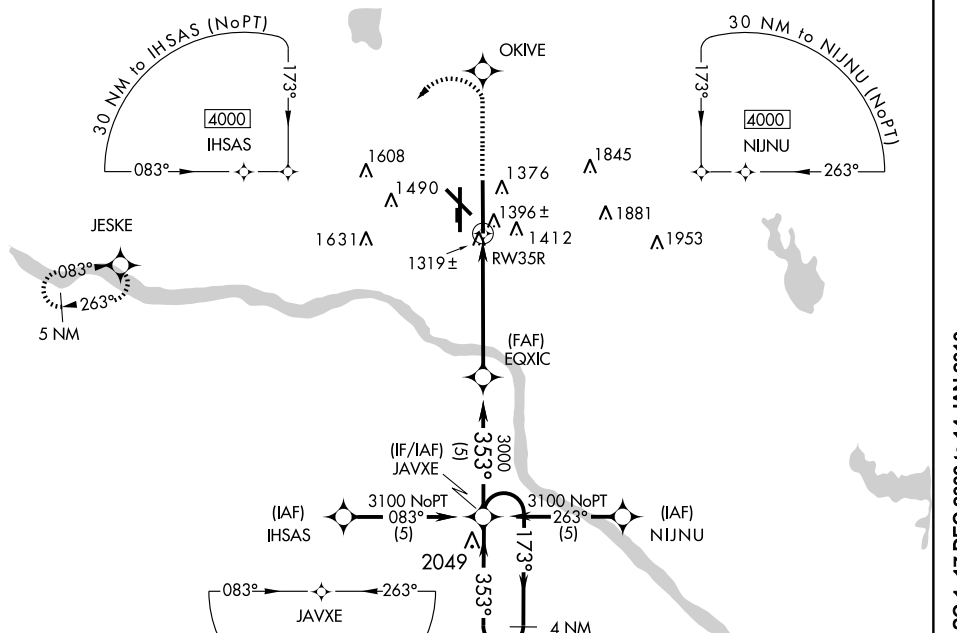
ASR

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA.

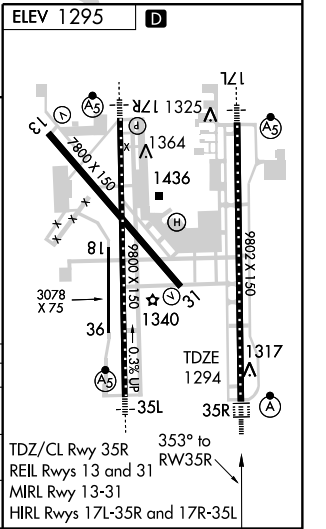
ALSF-2

MISSED APPROACH: Climb to 3000 via 353° course to OKIVE then left turn via 235° course to JESKE and hold.

|                |                                 |                               |                        |                    |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|
| ATIS<br>125.85 | OKE CITY APP CON<br>124.6 266.8 | ROGERS TOWER<br>119.35 269.45 | GND CON<br>121.9 348.6 | CLNC DEL<br>124.35 |
|----------------|---------------------------------|-------------------------------|------------------------|--------------------|



| CATEGORY   | A                       | B                       | C                      | D                      |
|------------|-------------------------|-------------------------|------------------------|------------------------|
| LNAV/ VNAV | 1628/40                 | 334 (400-¾)             |                        |                        |
| LNAV MDA   | 1700/24                 | 406 (500-½)             | 1700/40<br>406 (500-¾) | 1700/50<br>406 (500-1) |
| CIRCLING   | 1740-1¼<br>445 (500-1¼) | 1760-1¼<br>465 (500-1¼) | 1760-1½<br>465 (500-½) | 1860-2<br>565 (600-2)  |



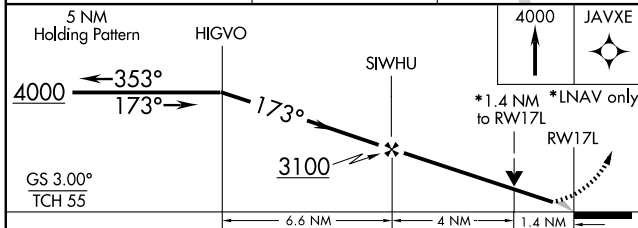
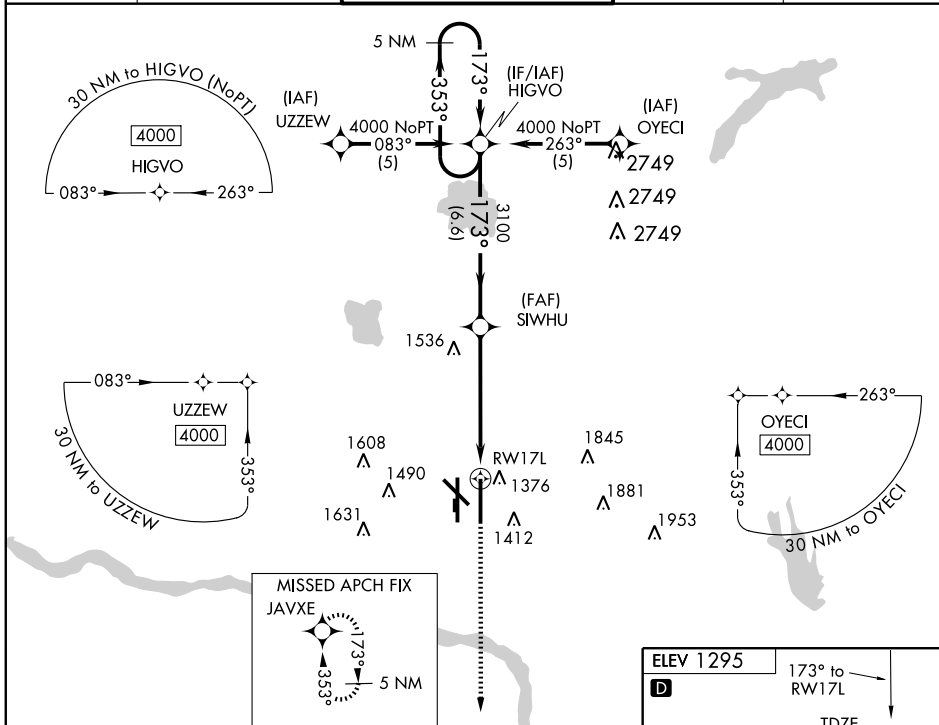
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56503</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9802</b><br><b>1286</b><br><b>1295</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Z RWY 17L

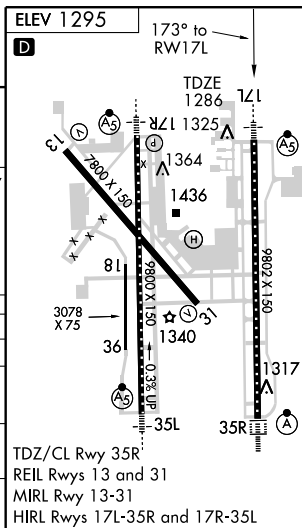
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

|   |  |  |
|---|--|--|
| For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. |  | MISSED APPROACH: Climb to 4000 direct to JAVXE and hold. |
|---|--|--|

|                       |  |                                      |                               |                           |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|
| ATIS<br><b>125.85</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | ROGERS TOWER<br><b>119.35 269.45</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>124.35</b> |
|-----------------------|--|--------------------------------------|-------------------------------|---------------------------|



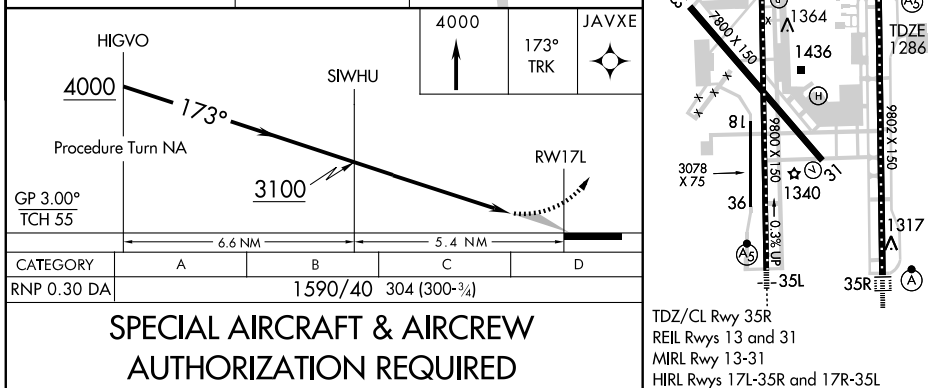
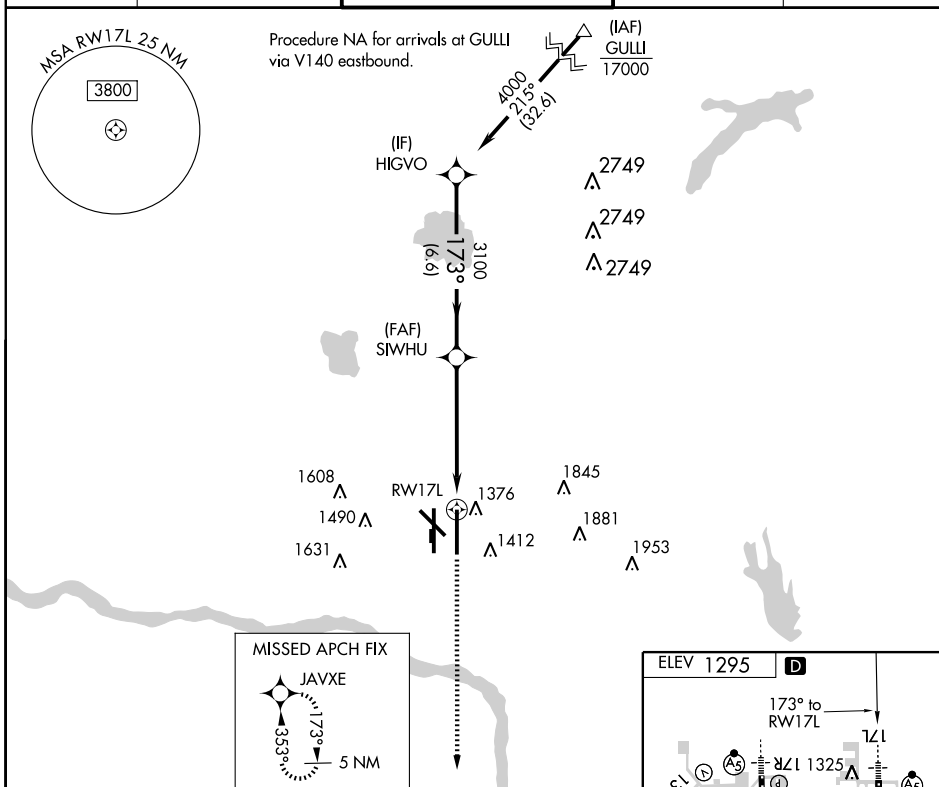
| CATEGORY     | A       | B | C           | D |
|--------------|---------|---|-------------|---|
| LPV DA       | 1486/24 |   | 200 (200-½) |   |
| LNAV/VNAV DA | 1610/24 |   | 324 (400-½) |   |
| LNAV MDA     | 1800/24 |   | 1800/50     |   |
| CIRCLING     | 1800-1  |   | 1800-1½     |   |



## RNAV (RNP) Y RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

|   |   |                               |   |  |  |
|---|---|-------------------------------|---|--|--|
| <div><div><div><div><div></div><div>NA</div></div><div><div>ASR</div></div></div></div></div> | GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats. |                               | <div><div><div><div></div><div>MALSR</div></div><div><div><div></div><div></div><div></div><div></div><div></div></div></div></div></div> | MISSED APPROACH: Climb to 4000 via 173° track to JAVXE and hold. |  |
| ATIS<br>125.85  | OKE CITY APP CON<br>124.6 266.8   | ROGERS TOWER<br>119.35 269.45 | GND CON<br>121.9 348.6  | CLNC DEL<br>124.35   |  |

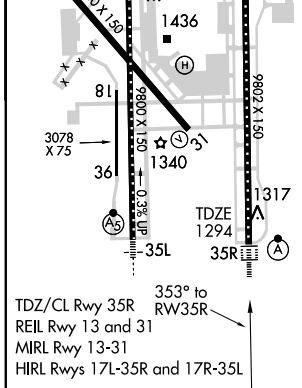
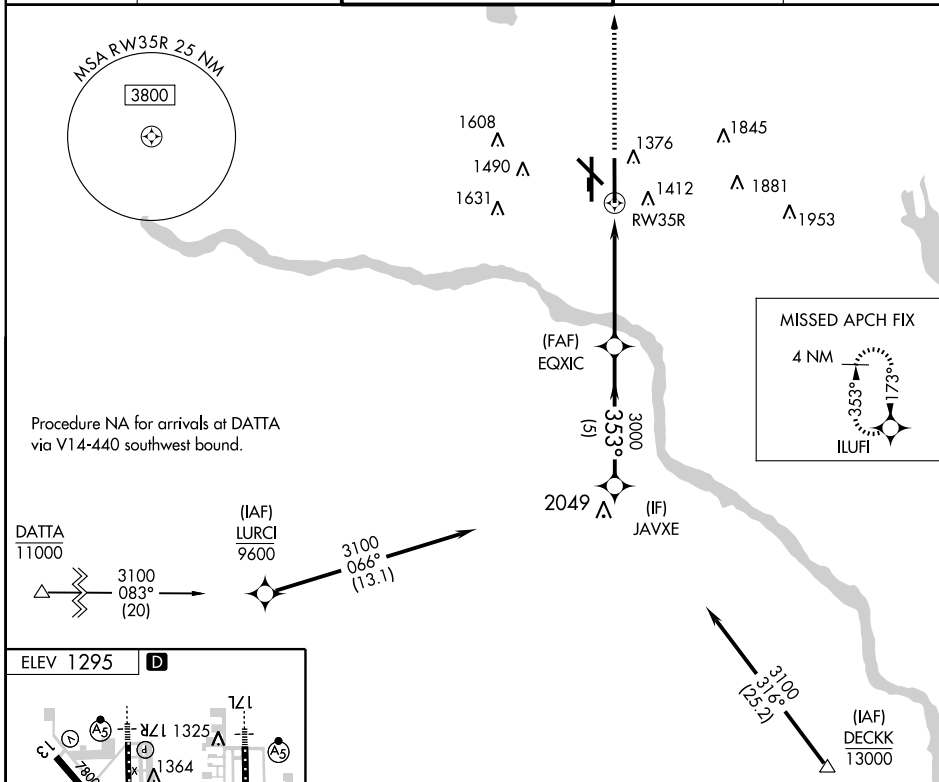


## RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

|                               |   |   |               |   |
|-------------------------------|---|---|---------------|---|
| <b>APP CRS</b><br><b>353°</b> | <b>Rwy Idg</b><br><b>9802</b><br><b>TDZE</b><br><b>1294</b><br><b>Apt Elev</b><br><b>1295</b> | <b>GPS required.</b> For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cats. | <b>ALSF-2</b> | <b>MISSED APPROACH:</b> Climb to 4000 via 353° track to ILUFI and hold. Continue climb-in-hold to 4000. |
|-------------------------------|---|---|---------------|---|

|                              |   |   |                                      |                                  |
|------------------------------|---|---|--------------------------------------|----------------------------------|
| <b>ATIS</b><br><b>125.85</b> | <b>OKE CITY APP CON</b><br><b>124.6 266.8</b> | <b>ROGERS TOWER</b><br><b>119.35 269.45</b> | <b>GND CON</b><br><b>121.9 348.6</b> | <b>CLNC DEL</b><br><b>124.35</b> |
|------------------------------|---|---|--------------------------------------|----------------------------------|



|             |          |                   |          |        |
|-------------|----------|-------------------|----------|--------|
| 4000        | 353° TRK | ILUFI             | JAVXE    | 3100   |
| RW35R       | EQXIC    | 3000              | 353°     | 3100   |
| 5.2 NM      | 5 NM     | Procedure Turn NA | GP 3.00° | TCH 55 |
| CATEGORY    | A        | B                 | C        | D      |
| RNP 0.30 DA | 1593/24  | 299 (300½)        |          |        |

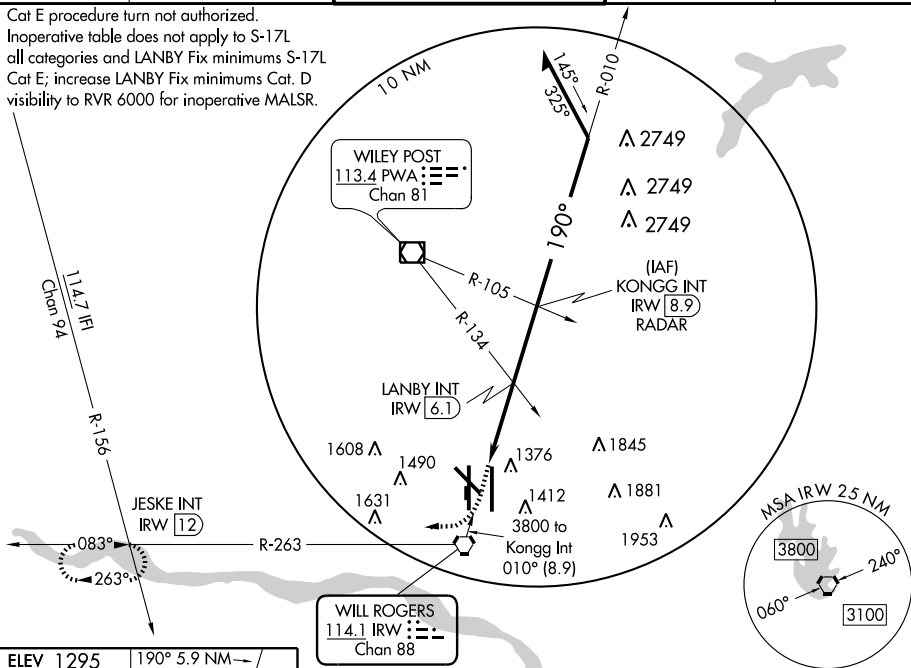
**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

**T**

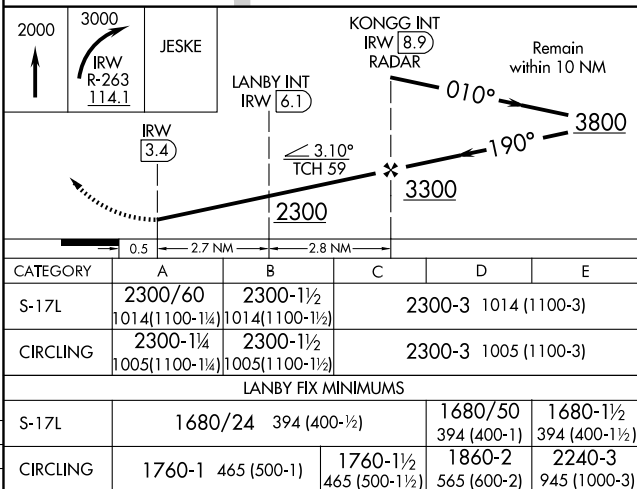
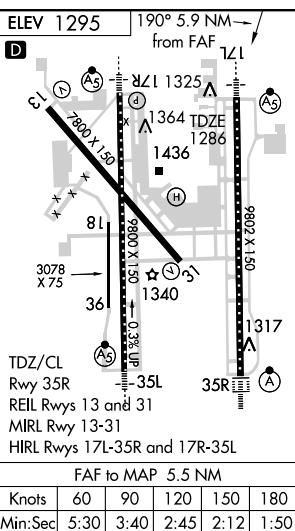
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

CLNC DEL  
**124.35**

Cat E procedure turn not authorized.  
Inoperative table does not apply to S-17L  
all categories and LANBY Fix minimums S-17L  
Cat E; increase LANBY Fix minimums Cat. D  
visibility to RVR 6000 for inoperative MALSR.

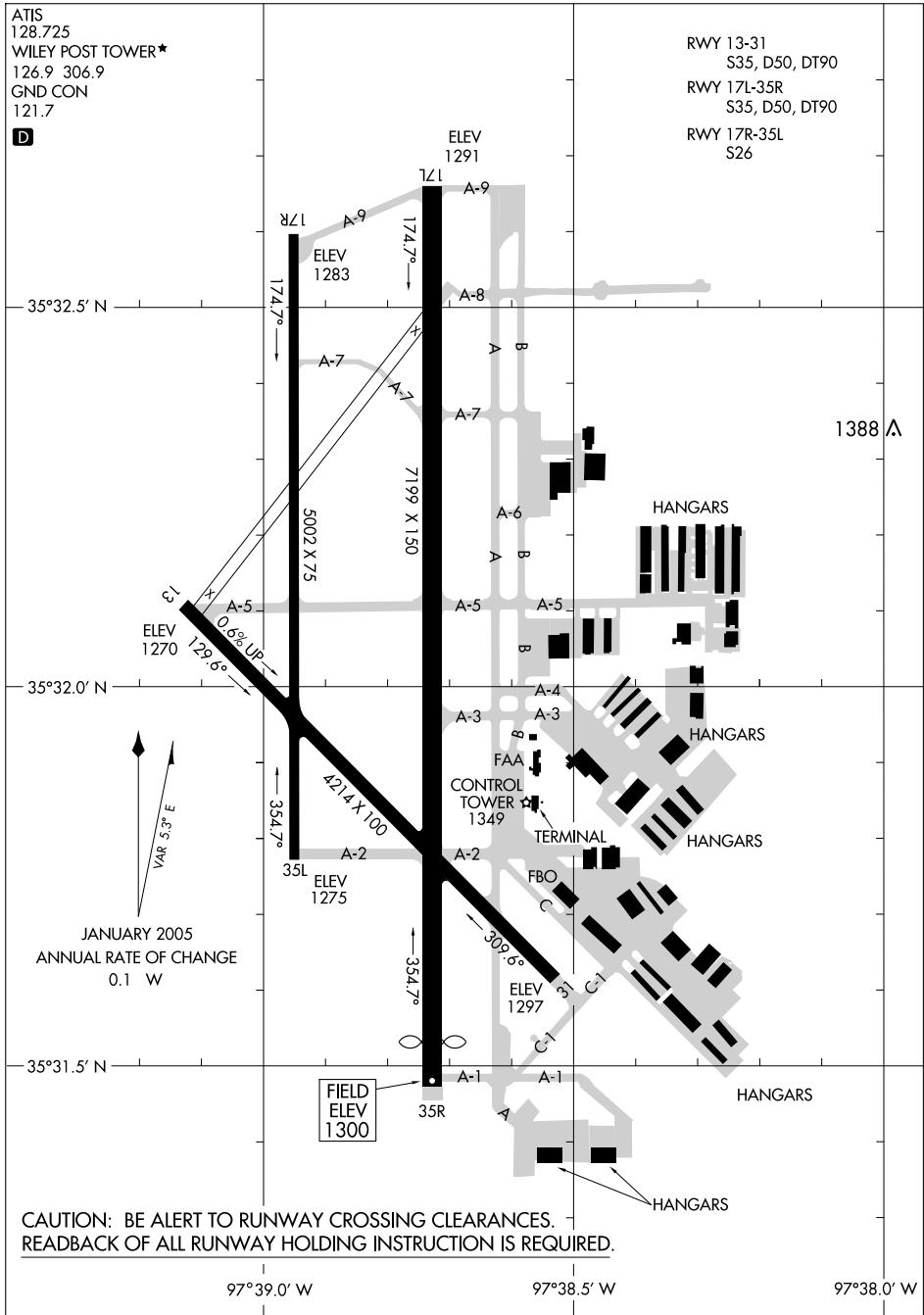


SC-1. 17 DEC 2009 to 14 JAN 2010



## AIRPORT DIAGRAM

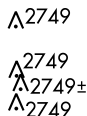
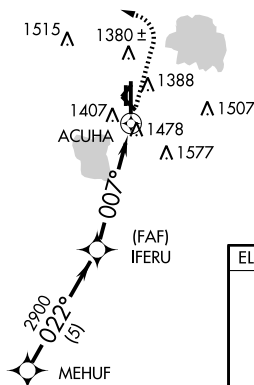
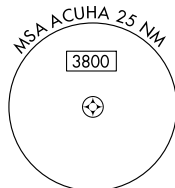
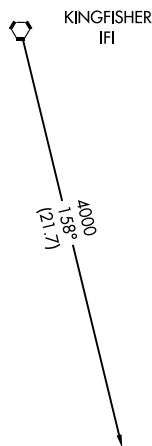
AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

|          |             |
|----------|-------------|
| Rwy Idg  | <b>6844</b> |
| TDZE     | <b>1299</b> |
| Apt Elev | <b>1299</b> |

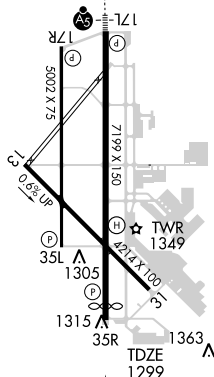
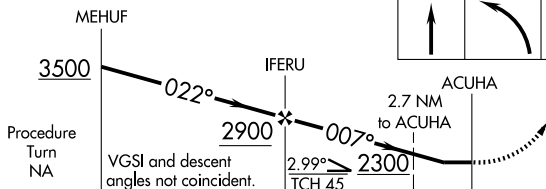
ASR

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 4000 direct IFI VORTAC.

UNICOM  
122.95

ELEV 1299

**D**

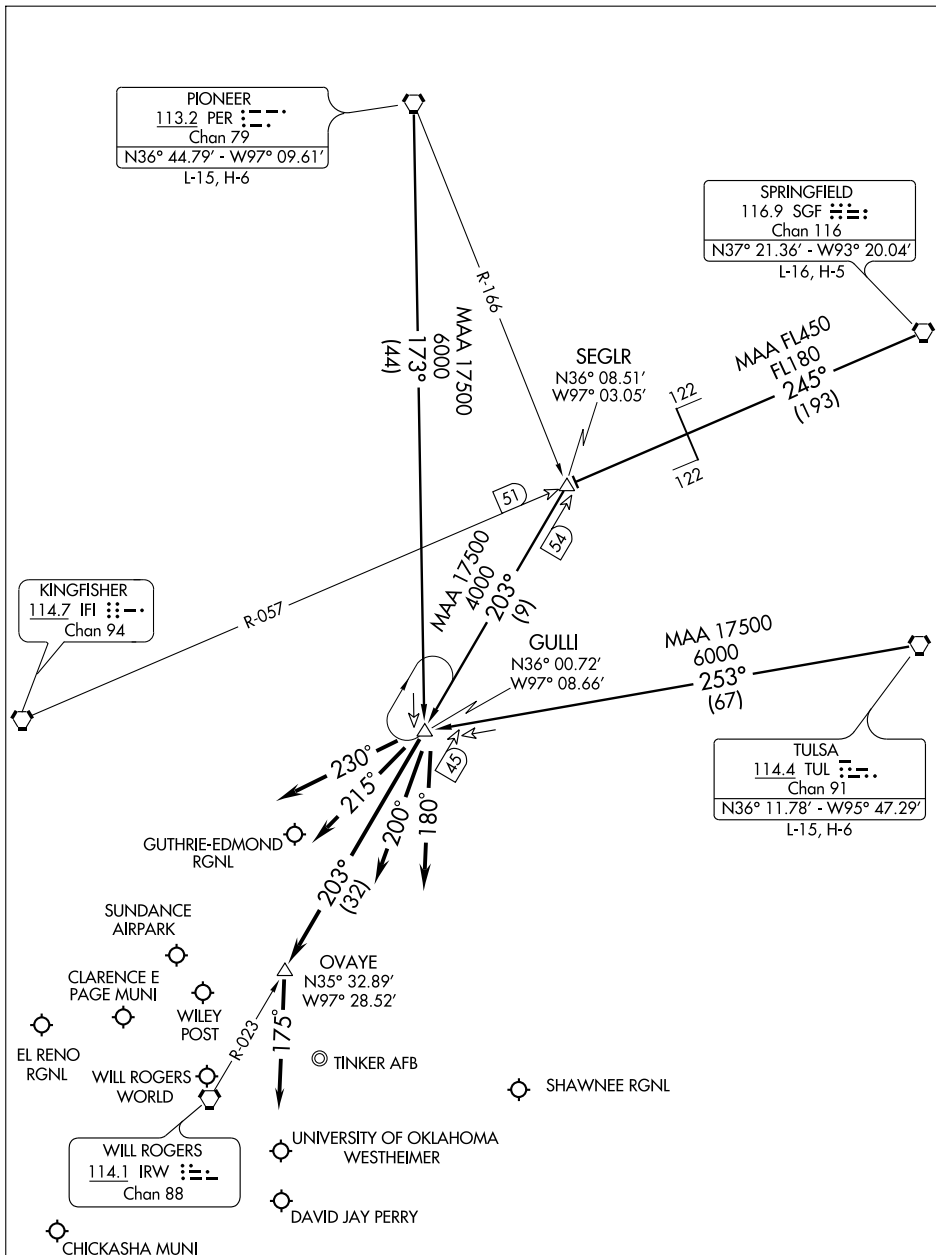


| CATEGORY | A      | B           | C                       | D                       |
|----------|--------|-------------|-------------------------|-------------------------|
| S-35R    | 1740-1 | 441 (500-1) | 1740-1½<br>441 (500-1½) | 1740-1½<br>441 (500-1½) |
| CIRCLING | 1780-1 | 481 (500-1) | 1780-1½<br>481 (500-1½) | 1880-2<br>581 (600-2)   |

MIRL Rwy 13-31  
and 17R-35L  
HIRL Rwy 17L-35R **L**

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



SC-1, 17 DEC 2009 to 14 JAN 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

## ILS RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

|               |             |          |             |
|---------------|-------------|----------|-------------|
| LOC I-PWA     | APP CRS     | Rwy Idg  | <b>6844</b> |
| <b>110.15</b> | <b>172°</b> | TDZE     | <b>1290</b> |
|               |             | Apt Elev | <b>1299</b> |



MISSED APPROACH: Climbing left turn to 3000  
direct IRW VORTAC.

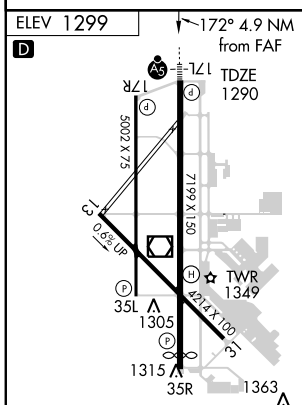
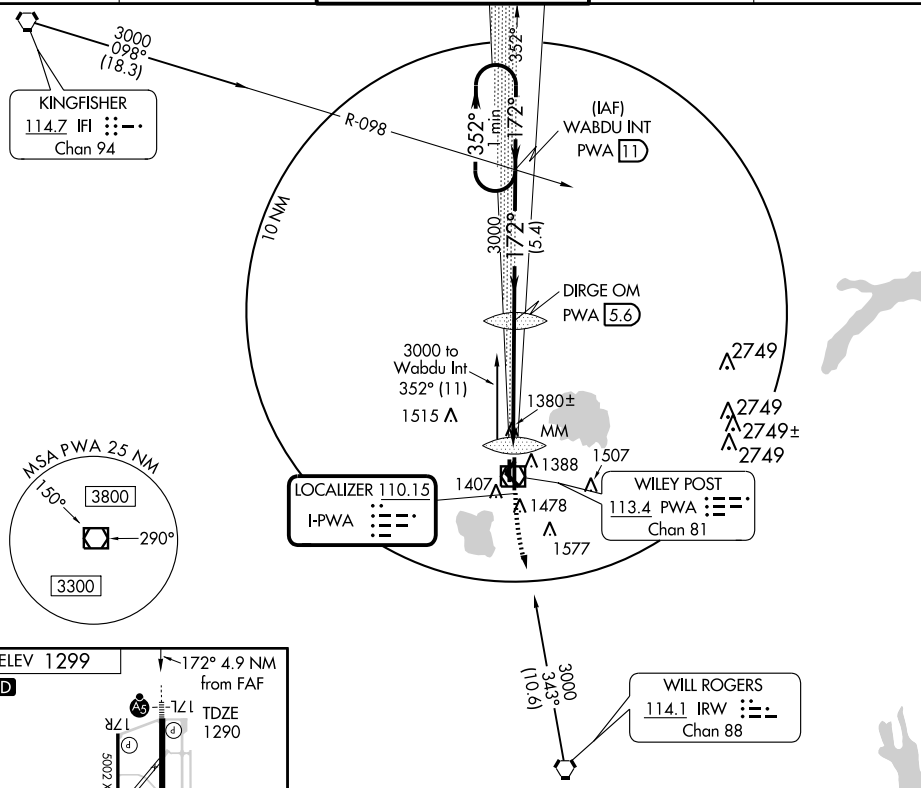
ATIS  
**128.725**

OKE CITY APP CON  
**124.6 266.8**

WILEY POST TOWER ★  
**126.9 (CTAF) 0 306.9**

GND CON  
**121.7**

UNICOM  
**122.95**



|                            |        |                  |                  |      |                         |
|----------------------------|--------|------------------|------------------|------|-------------------------|
| One Minute Holding Pattern |        | WABDU INT PWA 11 | DIRGE OM PWA 5.6 | 3000 | IRW 114.1               |
| 3000 ← 352°                |        | 172° →           | 2926             | 3000 | 172°                    |
| GS 3.00° TCH 54            |        | 5.4 NM           | 4.4 NM           | 0.5  | MM                      |
| CATEGORY                   | A      | B                | C                | D    |                         |
| S-ILS 17L                  | 1490-½ |                  | 200 (200-½)      |      |                         |
| S-LOC 17L                  | 1660-½ |                  | 370 (400-½)      |      | 1660-¾<br>370 (400-¾)   |
| CIRCLING                   | 1780-1 |                  | 481 (500-1)      |      | 1780-1½<br>481 (500-1½) |
|                            |        |                  |                  |      | 1880-2<br>581 (600-2)   |

MIRL Rwy 13-31 and 17R-35L

HIRL Rwy 17L-35R

FAF to MAP 4.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 6844 |
| 172°    | TDZE     | 1290 |
|         | Apt Elev | 1299 |

▼

▲

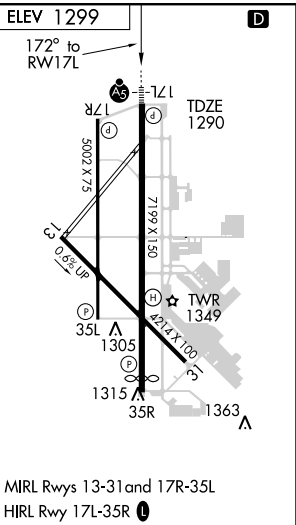
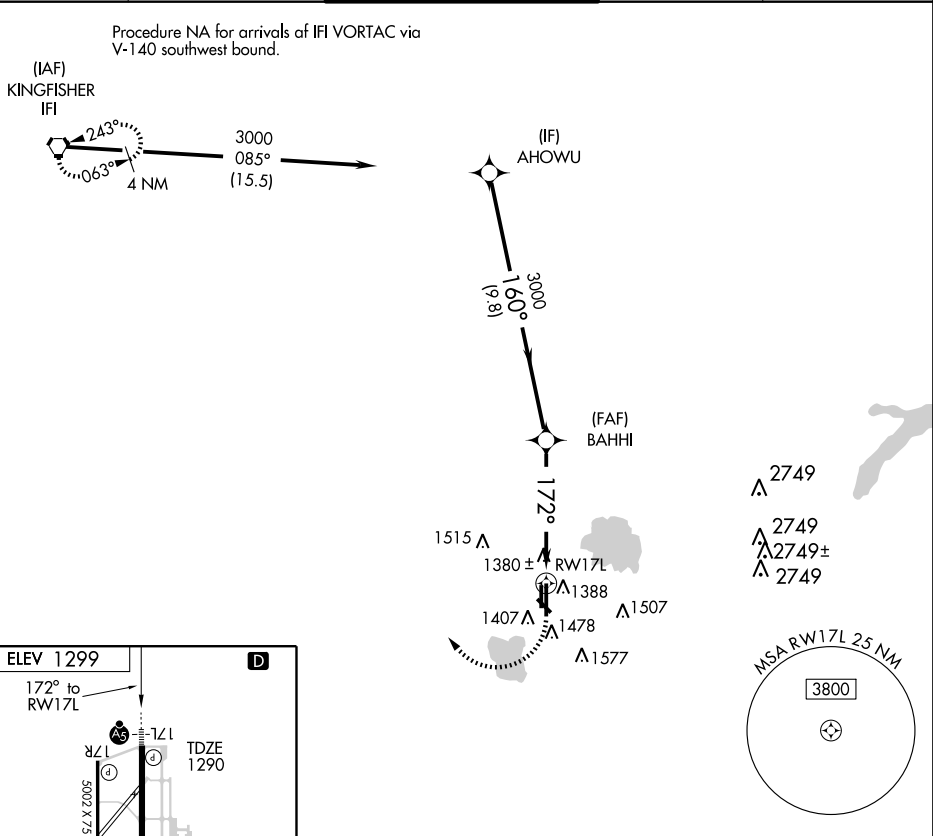
ASR

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

|                 |                                 |  |                  |                  |
|-----------------|---------------------------------|--|------------------|------------------|
| ATIS<br>128.725 | OKE CITY APP CON<br>124.6 266.8 | WILEY POST TOWER ★<br>126.9 (CTAF) 306.9 | GND CON<br>121.7 | UNICOM<br>122.95 |
|-----------------|---------------------------------|--|------------------|------------------|



|   |        |              |   |
|---|--------|--------------|---|
| VGSi and descent angles not coincident. |        |              |   |
| AHOWU                                   |        | BAHHI        |   |
| 3000                                    |        | 3000         |   |
| 160°                                    |        | 172°         |   |
| Procedure Turn NA                       |        | 3.05° TCH 54 |   |
| 9.8 NM                                  |        | 5.1 NM       |   |
| CATEGORY                                | A      | B            | D                                       |
| LNNAV MDA                               | 1700-1 | 410 (500-1)  | 1700-1¼ 410 (500-1¼)                    |
| CIRCLING                                | 1780-1 | 481 (500-1)  | 1780-1½ 1880-2 481 (500-1½) 581 (600-2) |

|   |                        |  |
|---|------------------------|--|
| VOR/DME PWA<br><b>113.4</b><br>Chan <b>81</b> | APP CRS<br><b>040°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1299</b> |
|---|------------------------|--|

ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

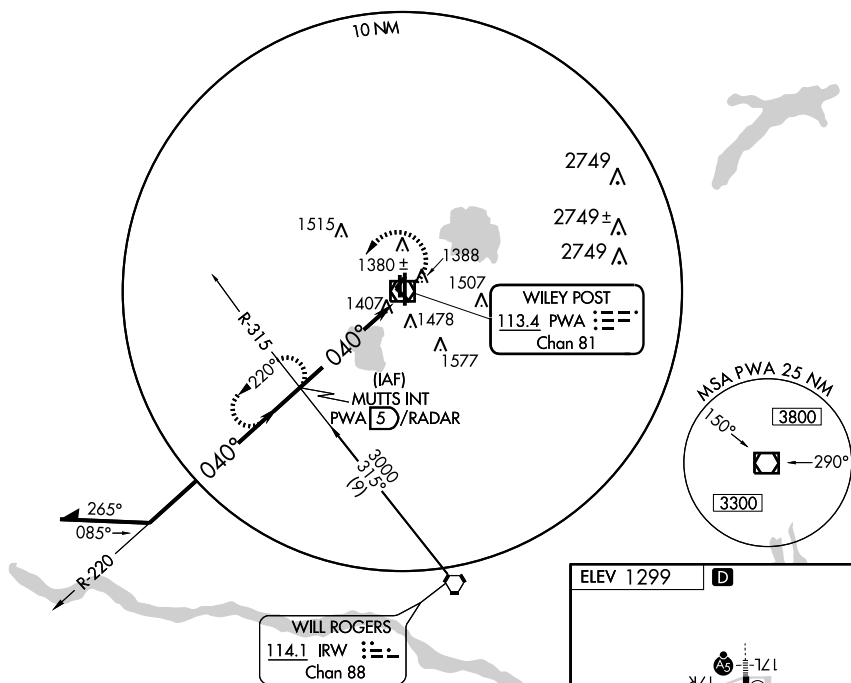
ATIS  
**128.725**

OKE CITY APP CON  
**124.6 266.8**

WILEY POST TOWER ★  
**126.9** (CTAF) **0 306.9**

GND CON  
**121.7**

UNICOM  
**122.95**



Remain  
within 10 NM

MUTTS INT  
PWA **5**/RADAR

3000  
PWA  
R-220

MUTTS INT  
PWA **5**

3000

220°

040°

3000

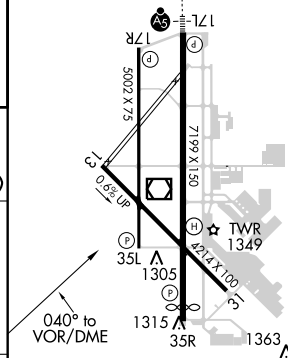
040°

VOR/DME

5 NM

ELEV 1299

D



MIRL Rwy 13-31 and 17R-35L

HIRL Rwy 17L-35R

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VOR/DME PWA<br><b>113.4</b><br>Chan <b>81</b> | APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6844</b><br><b>1290</b><br><b>1299</b> |
|---|------------------------|-----------------------------|---|

# VOR RWY 17L

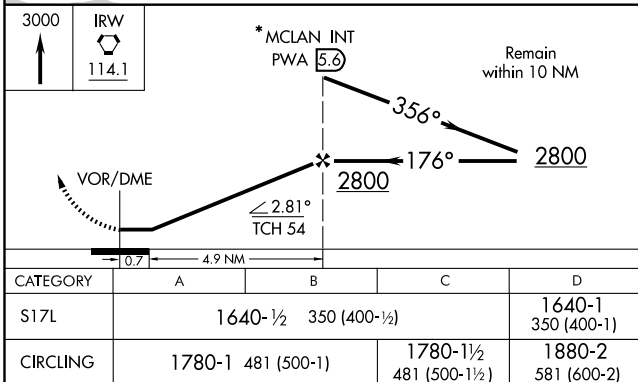
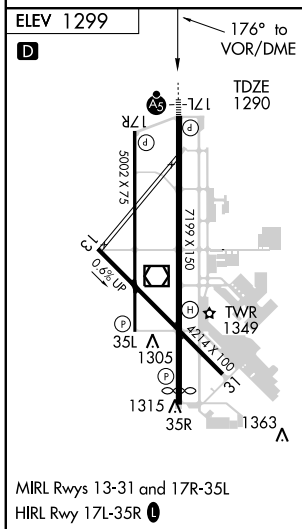
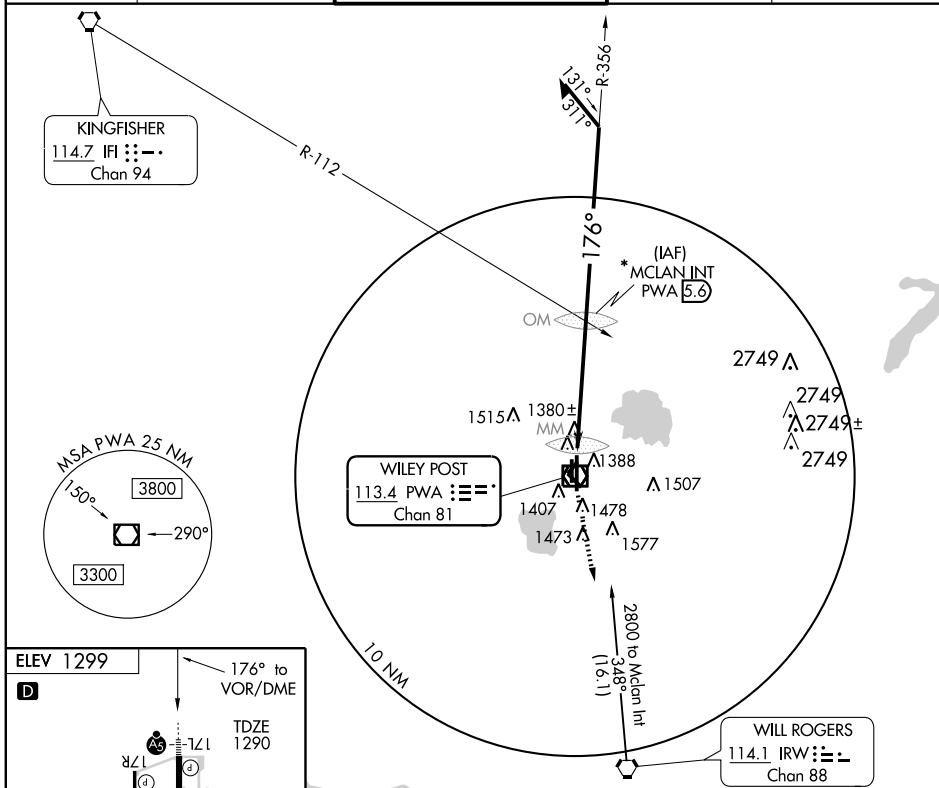
OKLAHOMA CITY/ WILEY POST (PWA)

**▼** \*Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.



MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ATIS<br><b>128.725</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | WILEY POST TOWER ★<br><b>126.9</b> (CTAF) <b>306.9</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| S17L     | 1640-½ | 350 (400-½) |                         | 1640-1<br>350 (400-1) |
| CIRCLING | 1780-1 | 481 (500-1) | 1780-1½<br>481 (500-1½) | 1880-2<br>581 (600-2) |

## VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

VOR/DME PWA  
**113.4**  
 Chan **81**

APP CRS  
**348°**

Rwy Idg  
 TDZE  
 Apt Elev  
**6844**  
**1299**  
**1299**

ASR

MISSED APPROACH: Climbing left turn to 3300  
 direct IFI VORTAC.

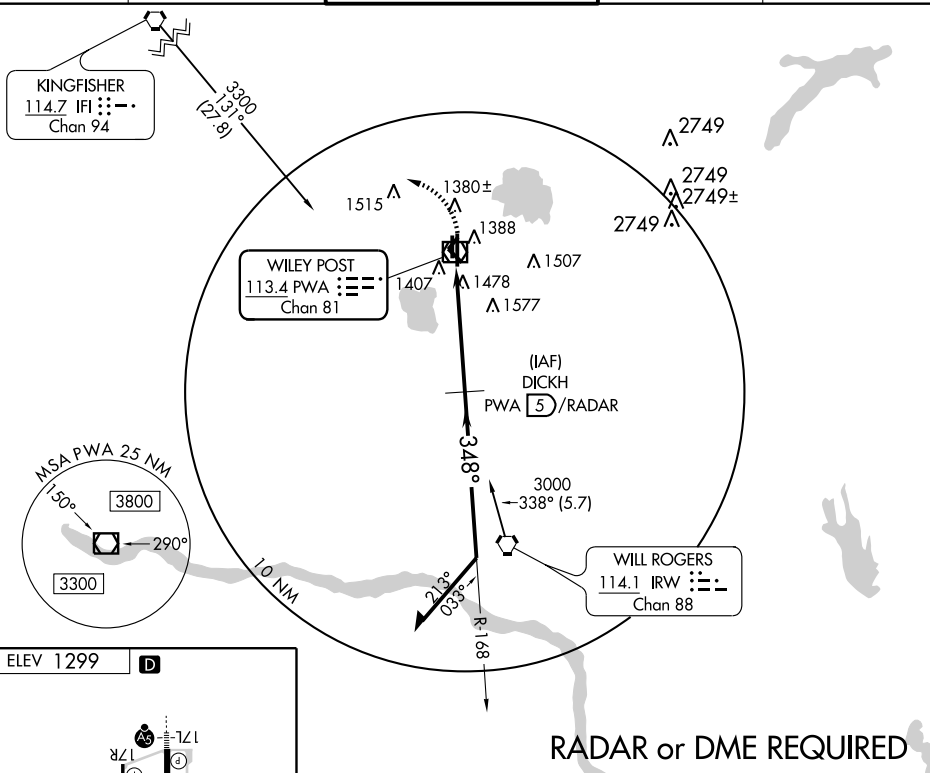
ATIS  
**128.725**

OKE CITY APP CON  
**124.6 266.8**

WILEY POST TOWER ★  
**126.9** (CTAF) **306.9**

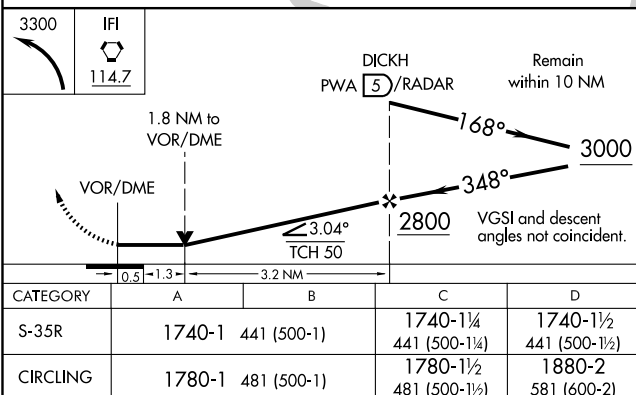
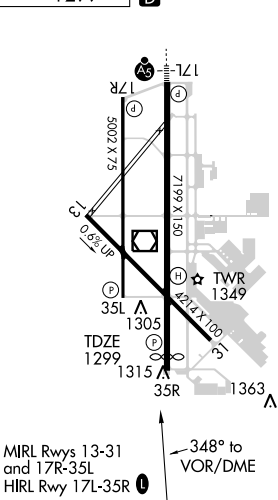
GND CON  
**121.7**

UNICOM  
**122.95**



ELEV 1299

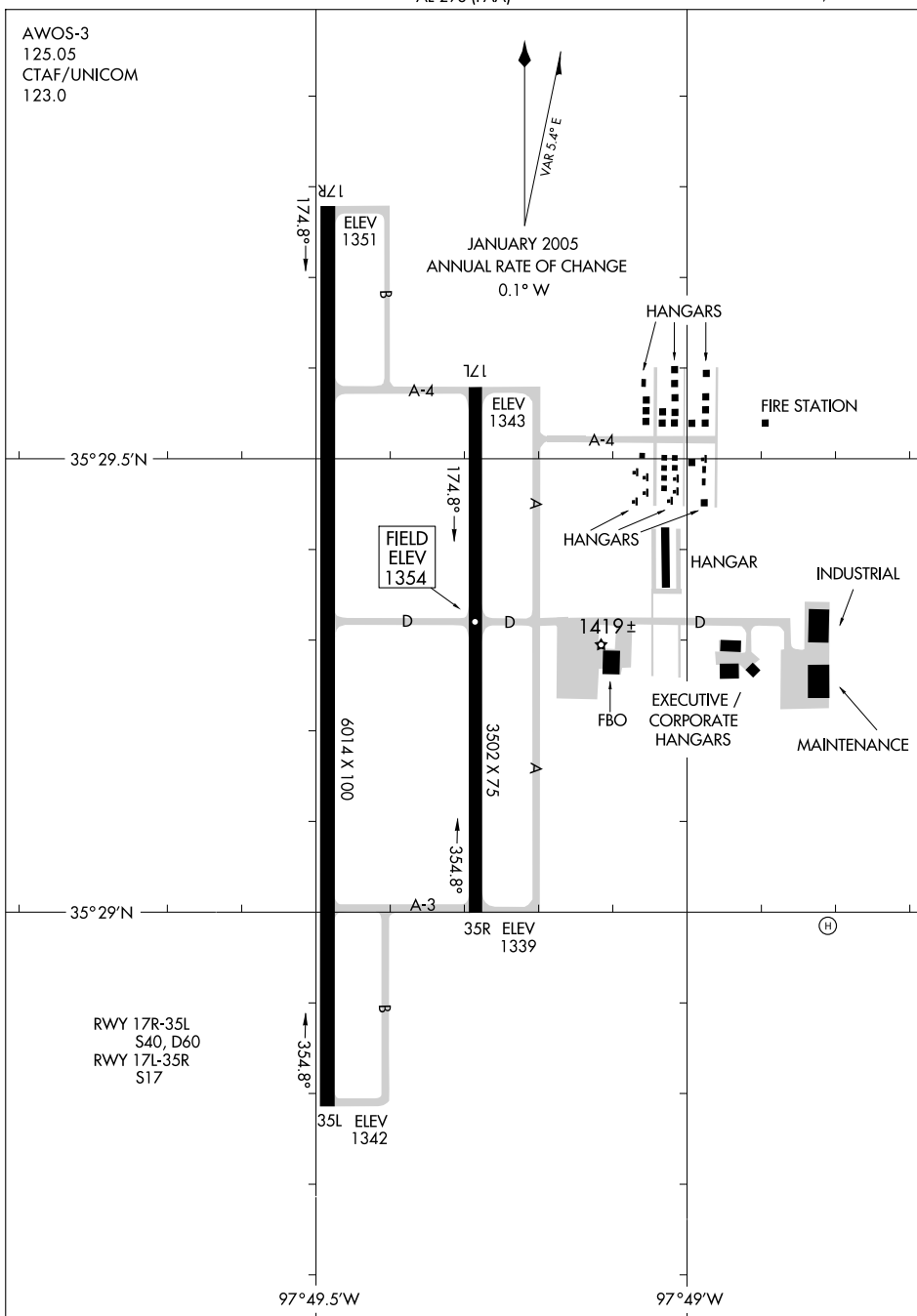
D



# AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)  
AL-298 (FAA) OKLAHOMA CITY, OKLAHOMA

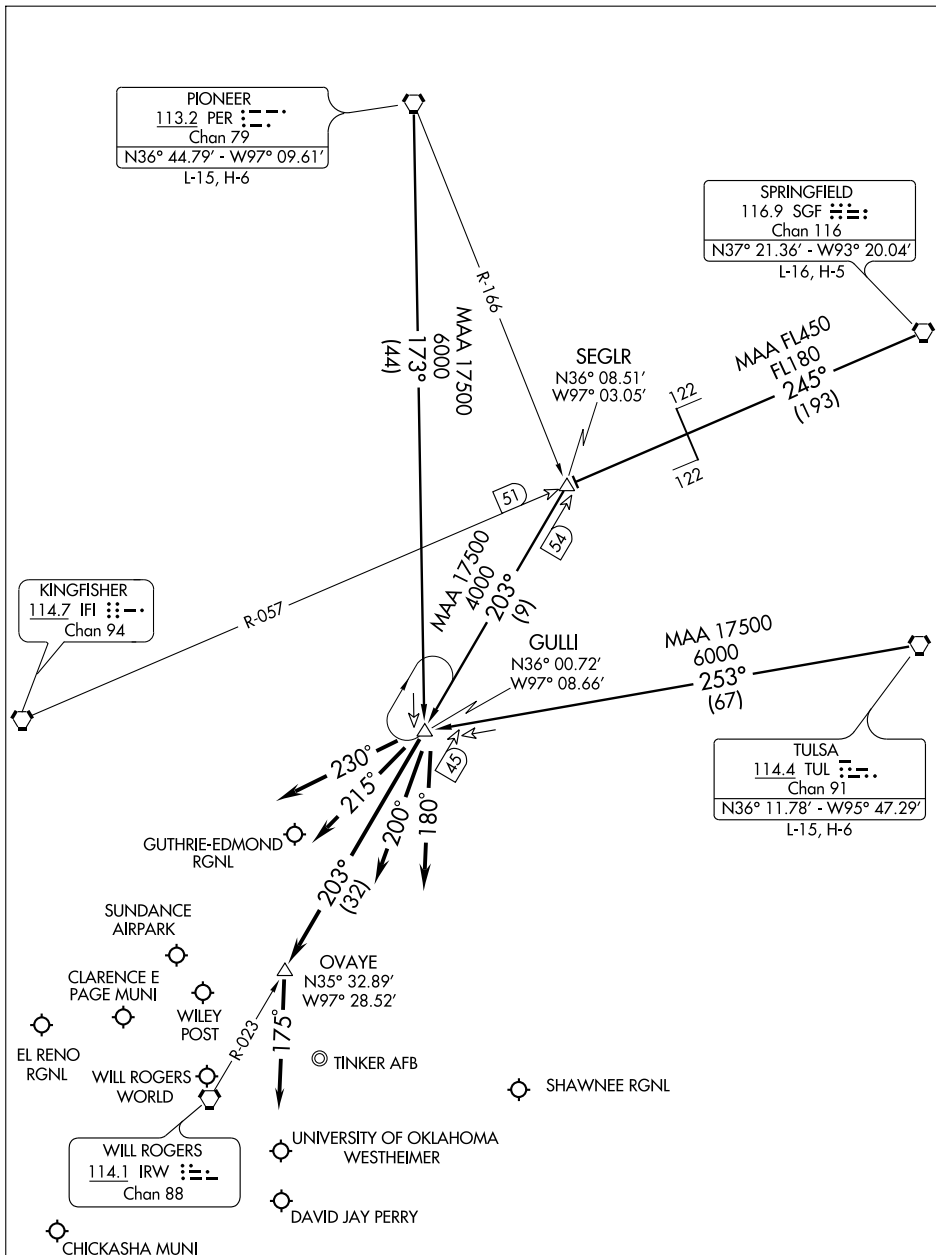
AWOS-3  
125.05  
CTAF/UNICOM  
123.0



SC-1, 17 DEC 2009 to 14 JAN 2010

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42701</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg <b>6014</b><br>TDZE <b>1351</b><br>Apt Elev <b>1354</b> |
|--|------------------------|---|

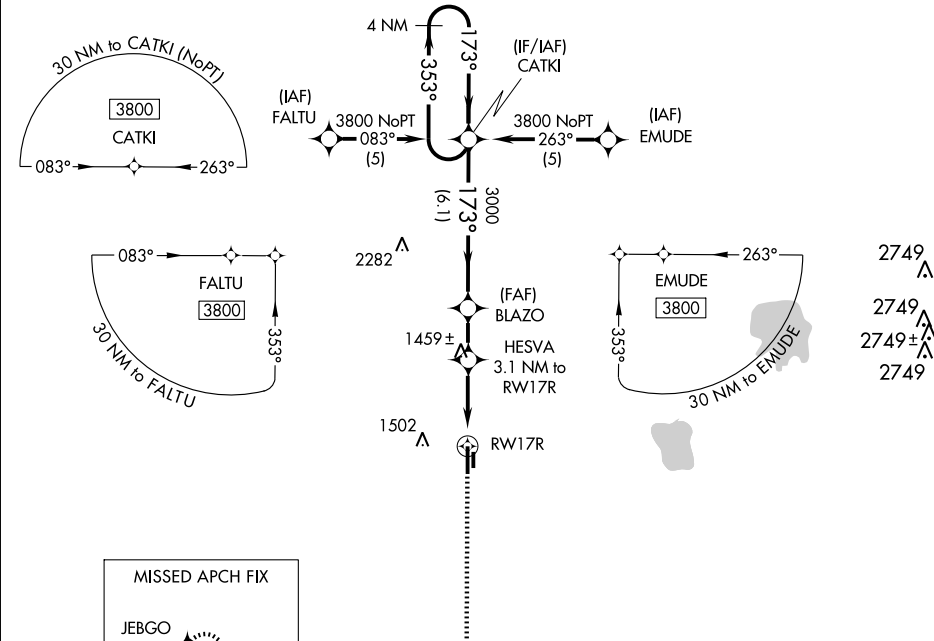
RNAV (GPS) RWY 17R

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

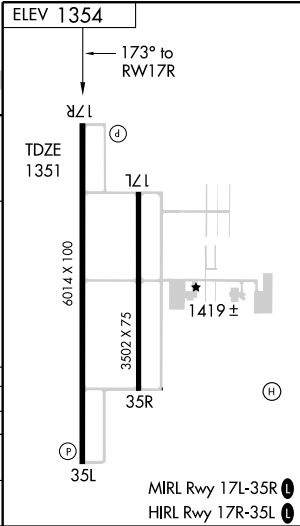
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

|                         |  |                                 |
|-------------------------|--|---------------------------------|
| AWOS-3<br><b>125.05</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | UNICOM<br><b>123.0 (CTAF) ①</b> |
|-------------------------|--|---------------------------------|



|                      |                        |             |                 |        |    |                       |  |                  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------------------------|-------------|-----------------|--------|----|-----------------------|--|------------------|--|--|--|--|--|--|--|--|--|--|
| 4 NM Holding Pattern |                        | CATKI       |                 | BLAZO  |    | HESVA 3.1 NM to RW17R |  | RW17R            |  |  |  |  |  |  |  |  |  |  |
| 3800                 |                        | ← 353°      |                 | 173° → |    | 173°                  |  | 173°             |  |  |  |  |  |  |  |  |  |  |
| GS 3.00°             |                        | TCH 52      |                 | 3000   |    | *2380                 |  | *1.1 NM to RW17R |  |  |  |  |  |  |  |  |  |  |
| 6.1 NM               |                        | 1.9 NM      |                 | 2 NM   |    | 1.1 NM                |  |                  |  |  |  |  |  |  |  |  |  |  |
| CATEGORY             | A                      | B           | C               | D      |    |                       |  |                  |  |  |  |  |  |  |  |  |  |  |
| LPV DA               | 1601-3/4 250 (300-3/4) |             |                 |        | NA |                       |  |                  |  |  |  |  |  |  |  |  |  |  |
| LNAV MDA             | 1760-1 409 (500-1)     |             |                 |        | NA |                       |  |                  |  |  |  |  |  |  |  |  |  |  |
| CIRCLING             | 1800-1                 | 1820-1      | 1820-1 1/2      | NA     |    |                       |  |                  |  |  |  |  |  |  |  |  |  |  |
|                      | 446 (500-1)            | 466 (500-1) | 466 (500-1 1/2) |        |    |                       |  |                  |  |  |  |  |  |  |  |  |  |  |



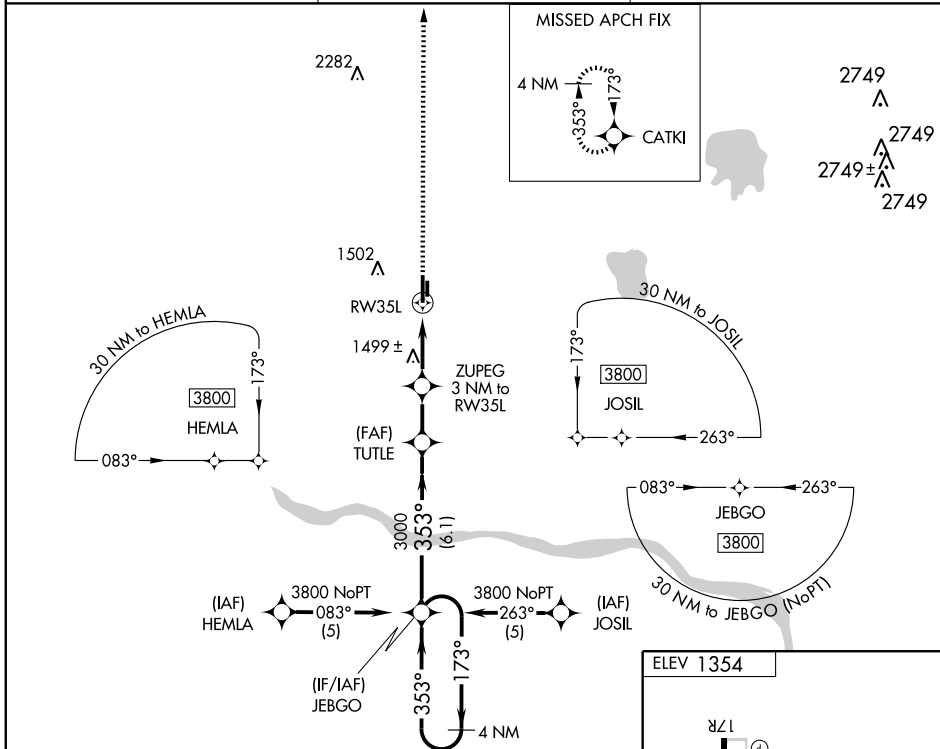
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86901</b><br><b>W35A</b> | APP CRS<br><b>353°</b> | Rwy Idg <b>6014</b><br>TDZE <b>1350</b><br>Apt Elev <b>1354</b> |
|--|------------------------|---|



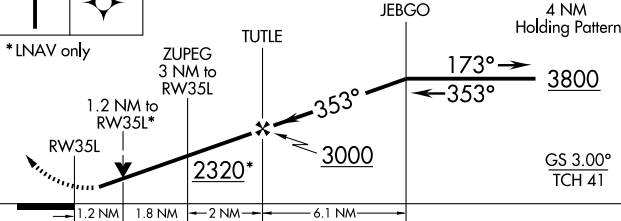
# RNAV (GPS) RWY 35L

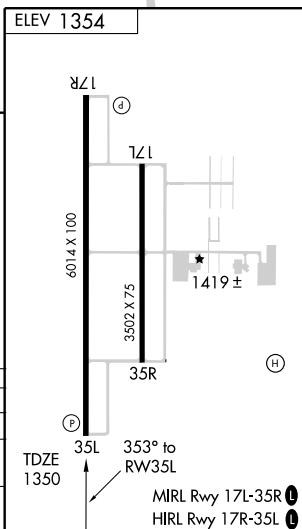
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

|  |   |
|--|---|
| <p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile.</p> <p><b>▲</b> VDP NA when using Wiley Post altimeter setting.</p> | <p><b>MISSED APPROACH:</b> Climb to 3800 direct CATKI and hold.</p> |
|--|---|

|                         |  |                                 |
|-------------------------|--|---------------------------------|
| AWOS-3<br><b>125.05</b> | OKE CITY APP CON<br><b>124.6 266.8</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|-------------------------|--|---------------------------------|



|   |  |                       |                         |    |  |
|---|--|-----------------------|-------------------------|----|--|
| 3800  | CATKI  |                       |                         |    |  |
|  |  |                       |                         |    |  |
| * LNAV only   |  |                       |                         |    |  |
|  |  |                       |                         |    |  |
| CATEGORY  | A  | B                     | C                       | D  |  |
| LPV DA  | 1651-1 301 (300-1)   |                       |                         | NA |  |
| LNAV MDA  | 1760-1 410 (500-1)   |                       | 1760-1¼<br>410 (500-1¼) | NA |  |
| CIRCLING  | 1800-1<br>446 (500-1)  | 1820-1<br>466 (500-1) | 1820-1½<br>466 (500-1½) | NA |  |



|  |                        |  |   |
|--|------------------------|--|---|
| VORTAC IRW<br><b>114.1</b><br>Chan <b>88</b> | APP CRS<br><b>300°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1354</b> | <b>N/A</b><br><b>N/A</b><br><b>1354</b> |
|--|------------------------|--|---|

**VOR-B**

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

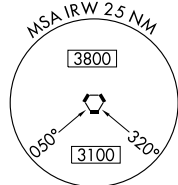
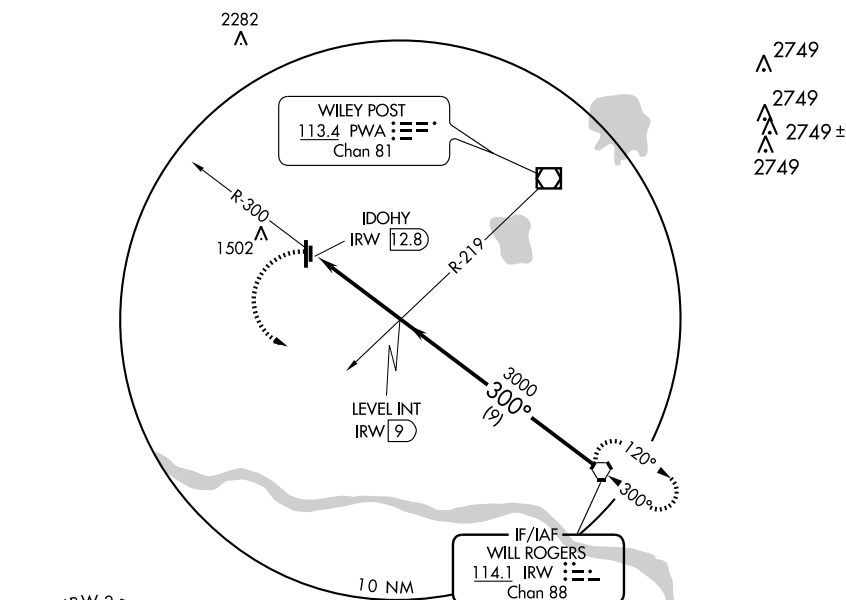
**▼** When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climbing left turn to 3000 direct IRW VORTAC and hold.

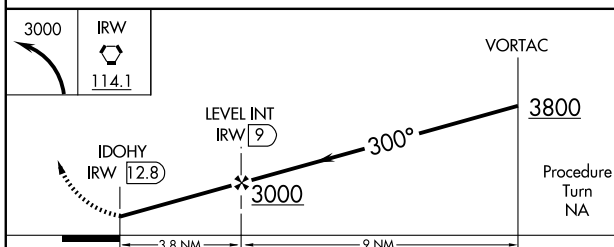
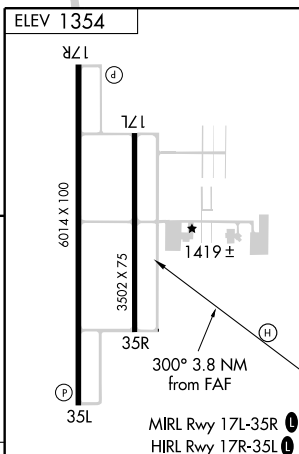
AWOS-3  
**125.05**

OKE CITY APP CON  
**124.6 266.8**

UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.



| CATEGORY | A      | B           | C                       | D  | FAF to MAP 3.8 NM |      |      |      |      |      |
|----------|--------|-------------|-------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1860-1 | 506 (600-1) | 1860-1½<br>506 (600-1½) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                         |    | Min:Sec           | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

ATIS 270.1 ★  
TINKER TOWER  
124.45 251.05  
GND CON  
121.8 275.8  
CLNC DEL  
119.7 335.8

97°24'W

97°23'W

35°26'N

35°25'N

35°24'N



AUGUST 2009  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 17-35  
PCN 62 R/C/W/T  
RWY 12-30  
PCN 31 R/C/W/T

MAINT BLDG

BASE OPS

FIRE DEPT

WATER TANK

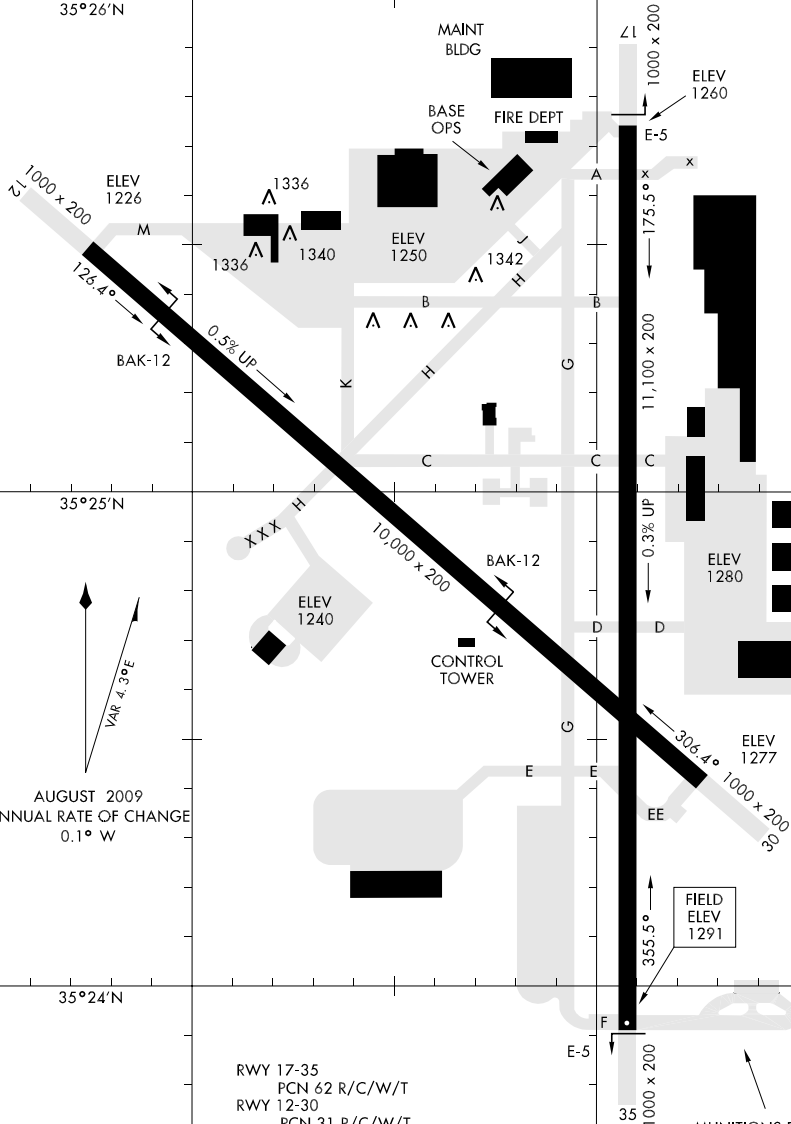
1430

WATER TANK

CONTROL TOWER

FIELD ELEV 1291

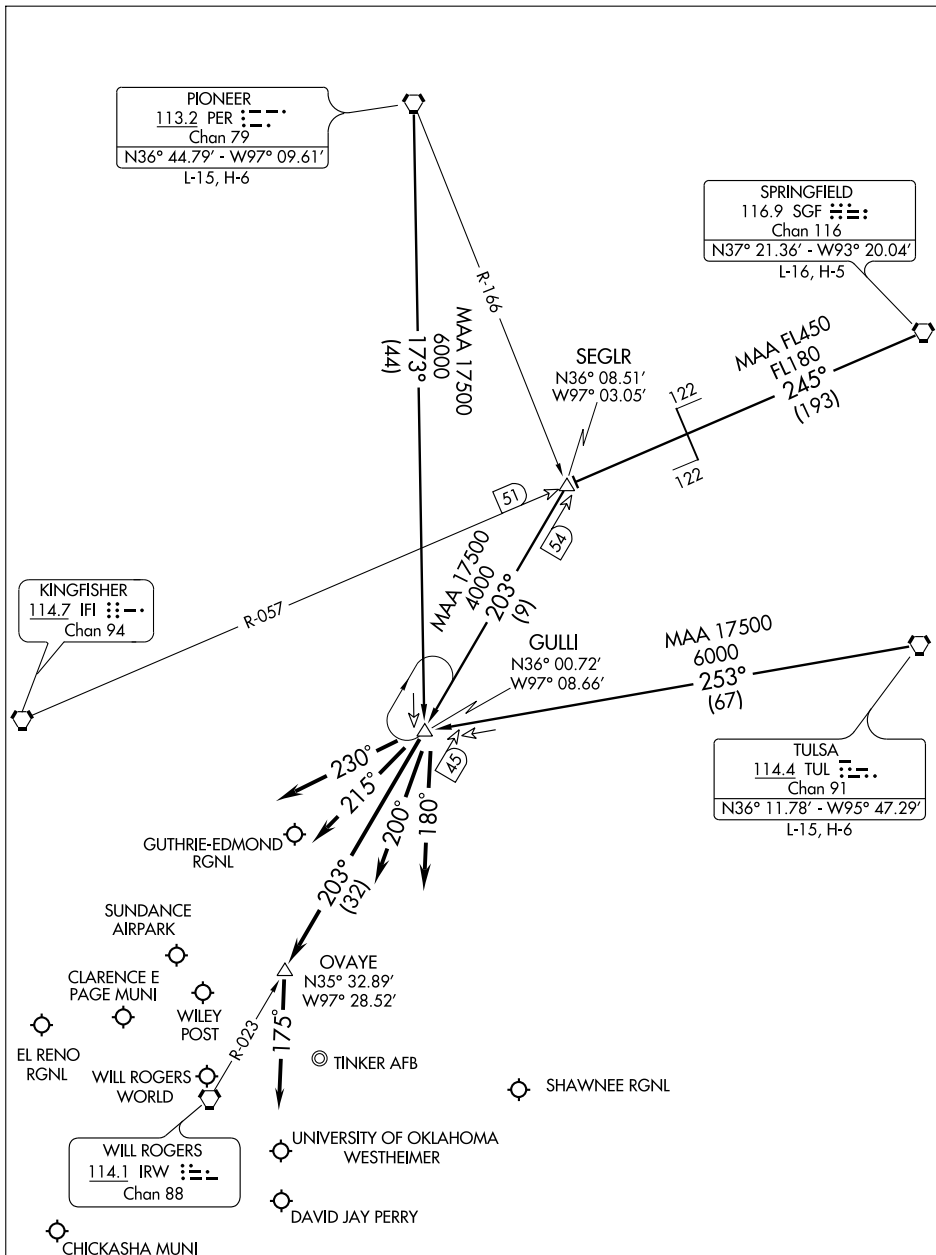
MUNITIONS FACILITY/  
HAZ CARGO RAMP



SC-1, 17 DEC 2009 to 14 JAN 2010

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



SC-1, 17 DEC 2009 to 14 JAN 2010

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

LOC I-FRJ **111.3**  
 APCH CRS **175°**  
 Rwy ldg **11,100**  
 TDZE **1267**  
 Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

**▼** \* When ALS inop, increase CAT CDE vis by 1½ miles, CAT DE vis to 1½ miles.  
 \*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS

A2

MISSED APPROACH: Climb to 4000 on  
 TIK TACAN R-174 to 15 DME and hold.

|                        |  |                                      |                               |                                |     |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|

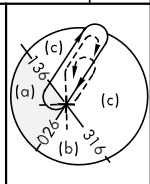
\*\*\*When ALS inop, increase CAT CDE vis by ¼ mile.

DME required for localizer only  
 approach. Localizer unusable  
 from TIK 0.1 DME to rwy  
 threshold.

WILL ROGERS  
 114.1 IRW  
 Chan 88

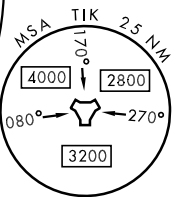
Max holding  
 230 KIAS

(IAF) ELLIS  
 TIK  
 20  
 TIK  
 15 GEAST

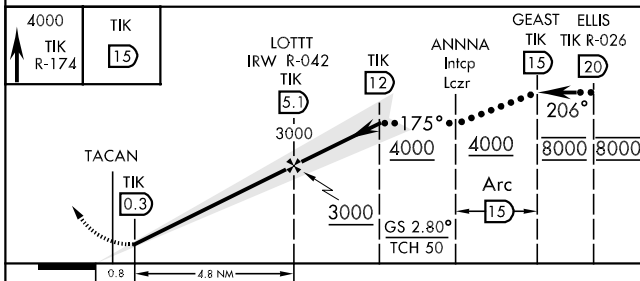


TINKER  
 Chan 105 TIK

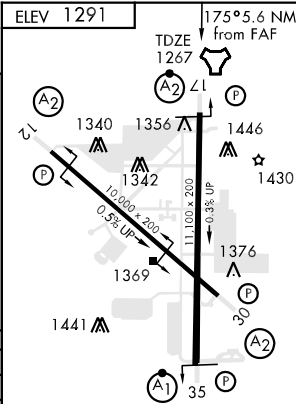
LOCALIZER 111.3  
 I-FRJ



EMERG SAFE ALT 100 NM 4700



| CATEGORY     | C                       | D                       | E                       |
|--------------|-------------------------|-------------------------|-------------------------|
| S-ILS 17     | 1467/40                 | 200 (200-¾)             |                         |
| S-LOC 17 *   | 1720/50<br>453 (500-1)  | 1720/60<br>453 (500-1½) |                         |
| CIRCLING **  | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |
| S-ASR 17 *** | 2000-1¾<br>733 (800-1¾) | 2000-2<br>733 (800-2)   | 2000-2¼<br>733 (800-2¼) |



HIRL Rwy 17-35, 12-30

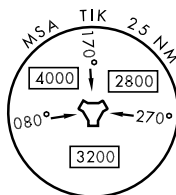
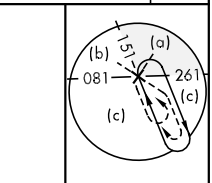
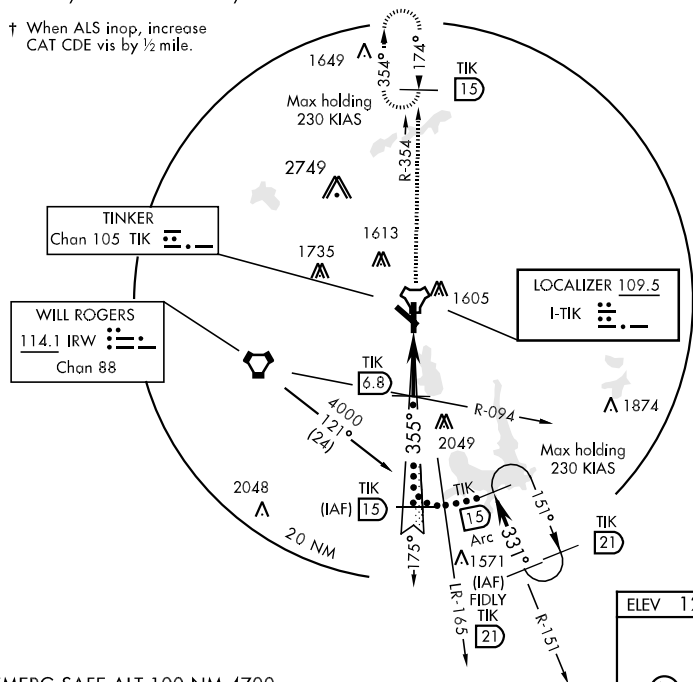
FAF to MAP 4.8 NM

| Knots   | 120  | 140  | 160  | 180  | 200  |
|---------|------|------|------|------|------|
| Min:Sec | 2:24 | 2:03 | 1:48 | 1:36 | 1:26 |

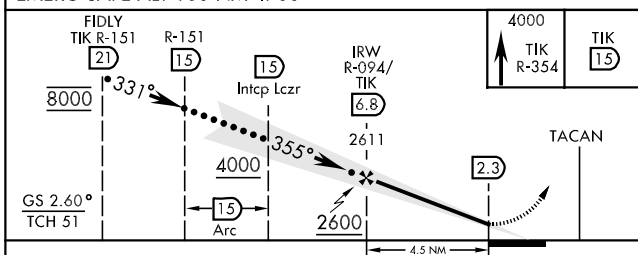
|  |  |                                    |  |   |  |   |  |   |  |     |  |
|--|--|------------------------------------|--|---|--|---|--|---|--|-----|--|
| LOC I-TIK<br><u>109.5</u>  |  | APCH CRS<br>355°                   |  | Rwy Idg 11,100<br>TDZE 1291<br>Arpt Elev 1291 |  | AL-299 [USAF]   |  | TINKER AFB (KTIK)   |  |     |  |
| <div>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.<br/>** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles.</div> |  |                                    |  |   |  | <div>ALSF-1<br/><div><div>A1</div><div></div></div></div> |  | MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold. |  |     |  |
| ATIS ★<br>270.1  |  | OKE CITY APP CON<br>120.45 288.325 |  | TINKER TOWER<br>124.45 251.05                 |  | GND CON<br>121.8 275.8                                    |  | CLNC DEL<br>119.7 335.8   |  | ASR |  |

\*\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

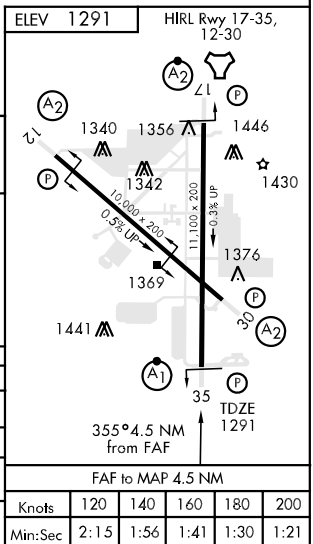
† When ALS inop, increase CAT CDE vis by ½ mile.



EMERG SAFE ALT 100 NM 4700



| CATEGORY     | C                       | D                       | E                       |
|--------------|-------------------------|-------------------------|-------------------------|
| S-ILS 35 *   | 1491/24                 | 200                     | (200-½)                 |
| S-LOC 35 **  | 1640/40                 | 349                     | (400-¾)                 |
| CIRCLING *** | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |
| S-ASR 35 †   | 1940/60<br>649 (700-1¼) | 1940-1½<br>649 (700-1½) | 1940-1¾<br>649 (700-1¾) |



|                              |                         |  |
|------------------------------|-------------------------|--|
| TACAN TIK<br>Chan <b>105</b> | APCH CRS<br><b>172°</b> | Rwy Idg <b>11,100</b><br>TDZE <b>1267</b><br>Arpt Elev <b>1291</b> |
|------------------------------|-------------------------|--|

AL-299 [USAF]

TINKER AFB (KTIK)

**▼** \* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 at night NA.  
 \*\* When ALS inop, increase CAT CDE vis by ½ mile.

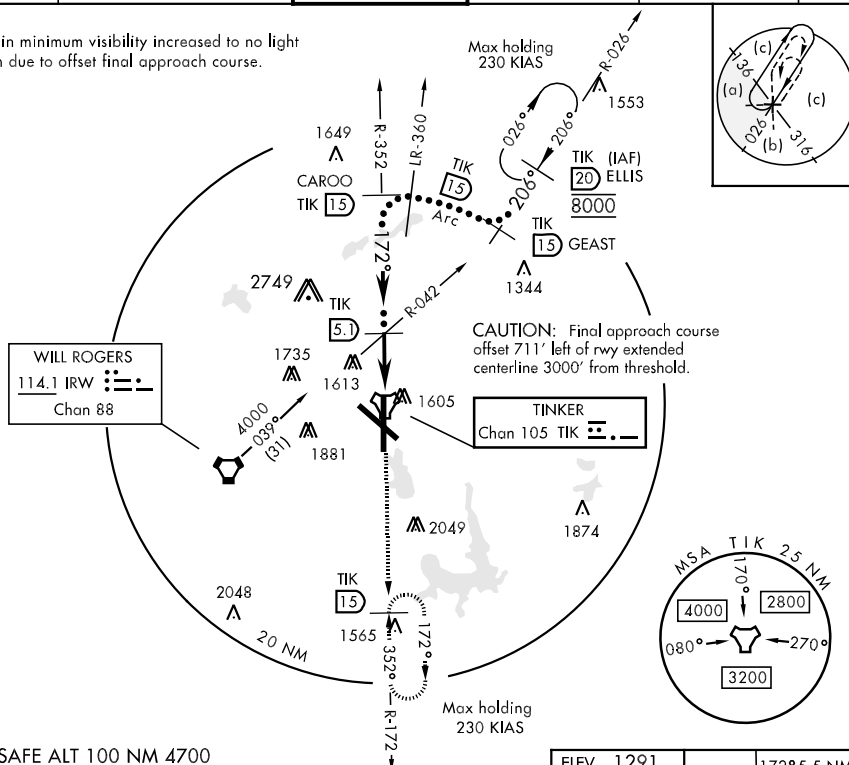
SALS



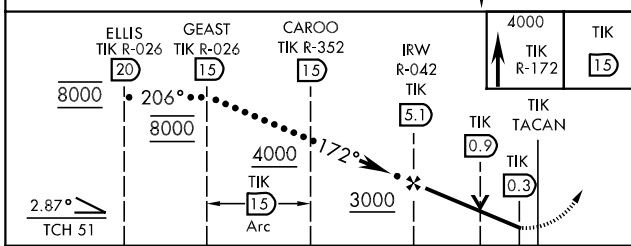
MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

|                        |  |                                      |                               |                                |     |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|

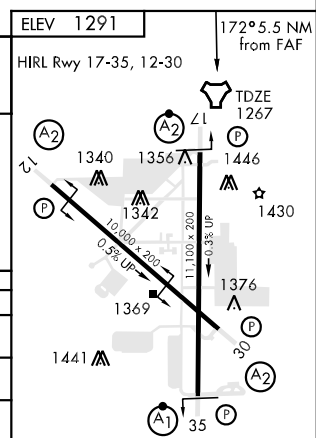
Straight-in minimum visibility increased to no light minimum due to offset final approach course.



EMERG SAFE ALT 100 NM 4700



| CATEGORY    | C                       | D                       | E                       |
|-------------|-------------------------|-------------------------|-------------------------|
| S-17        | 1720/60<br>453 (500-1¼) | 1720-1½                 | 453 (500-1½)            |
| CIRCLING *  | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |
| S-ASR 17 ** | 2000-1¾<br>733 (800-1¾) | 2000-2<br>733 (800-2)   | 2000-2¼<br>733 (800-2¼) |





LOC I-FRJ **111.3**  
APCH CRS **175°**  
Rwy ldg **11,100**  
TDZE **1267**  
Arprt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.  
\*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS



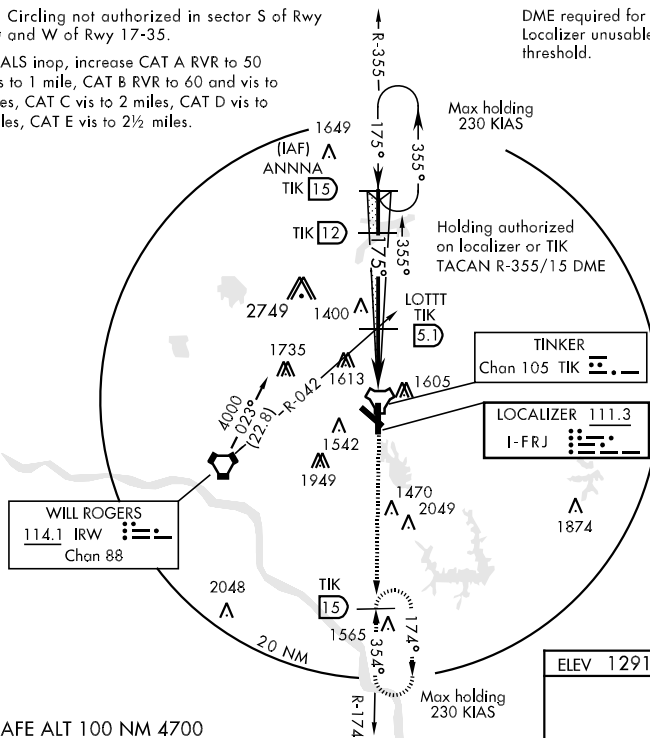
MISSED APPROACH: Climb to 4000 on TIK  
TACAN R-174 to 15 DME and hold.

|                        |  |                                      |                               |                                |     |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|

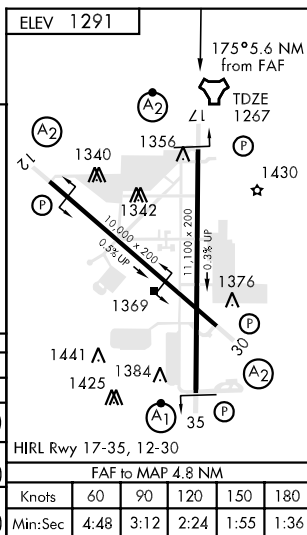
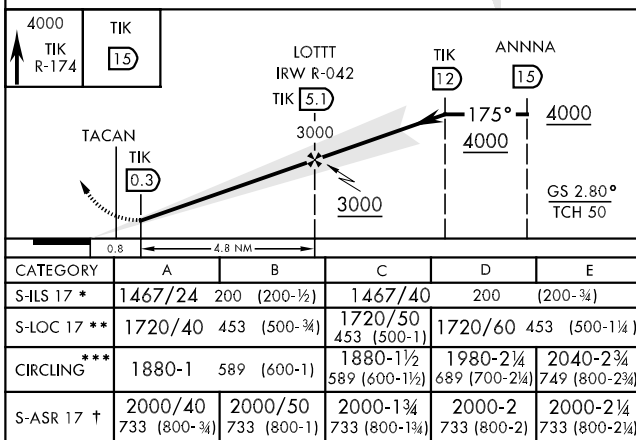
\*\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

DME required for localizer only approach.  
Localizer unusable from TIK 0.1 DME to rwy threshold.



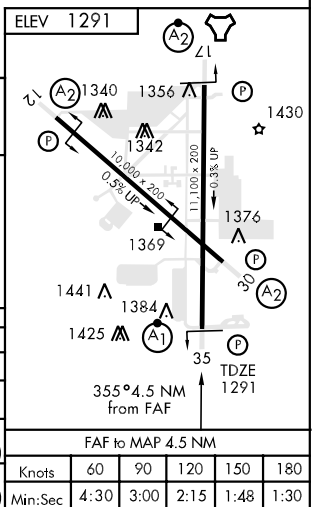
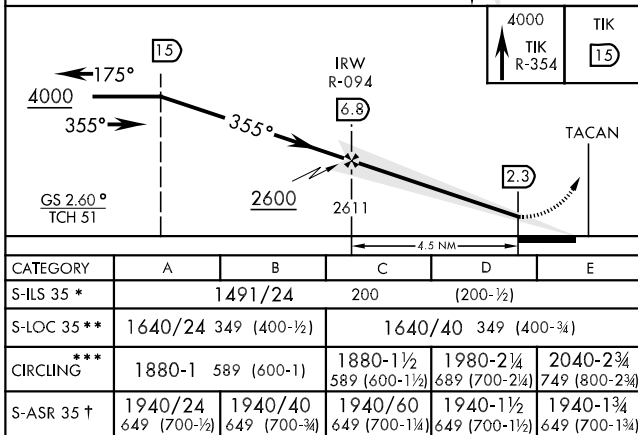
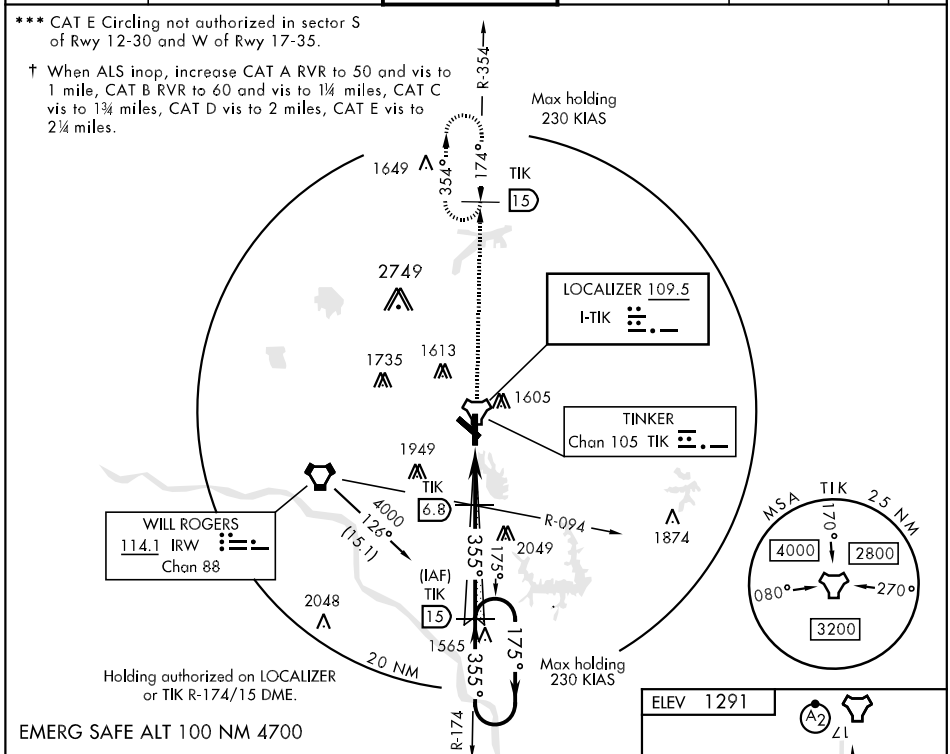
EMERG SAFE ALT 100 NM 4700



|                           |                         |   |               |                   |
|---------------------------|-------------------------|---|---------------|-------------------|
| LOC I-TIK<br><b>109.5</b> | APCH CRS<br><b>355°</b> | Rwy Idg <b>11,100</b><br>TDZE <b>1291</b><br>Arprt Elev <b>1291</b> | AL-299 [USAF] | TINKER AFB (KTIK) |
|---------------------------|-------------------------|---|---------------|-------------------|

|   |                                |  |
|---|--------------------------------|--|
| <p>▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ mile.</p> | <p>ALSF-1</p> <p><b>A1</b></p> | <p>MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.</p> |
|---|--------------------------------|--|

|                        |  |                                      |                               |                                |     |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|



|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-PLH<br><b>111.7</b> | APCH CRS<br><b>306°</b> | Rwy ldg <b>10,000</b><br>TDZE <b>1276</b><br>Arpt Elev <b>1291</b> |
|---------------------------|-------------------------|--|

AL-299 [USAF]

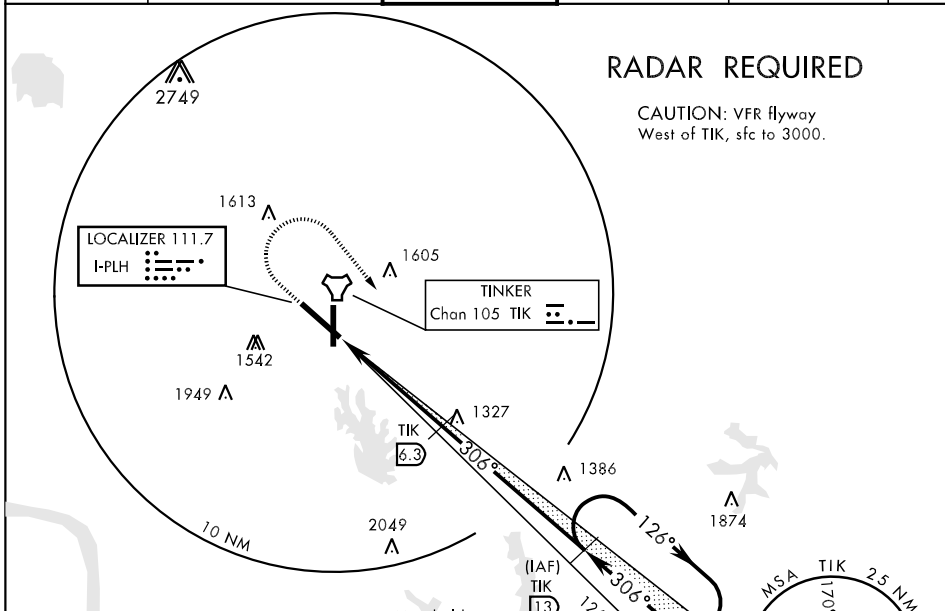
TINKER AFB (KTIK)

|  |                          |   |
|--|--------------------------|---|
| <p>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1 1/4 miles, CAT E vis to 1 1/2.</p> <p>** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.</p> | <p>SALS</p> <p>(A2) </p> | <p>MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.</p> |
|--|--------------------------|---|

|                        |   |                                      |                               |                                |     |
|------------------------|---|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>120.45 288.325</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|---|--------------------------------------|-------------------------------|--------------------------------|-----|

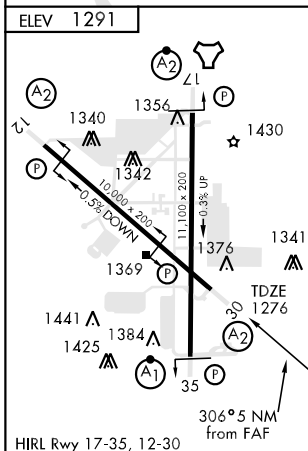
## RADAR REQUIRED

CAUTION: VFR flyway  
West of TIK, sfc to 3000.



EMERG SAFE ALT 100 NM 4700

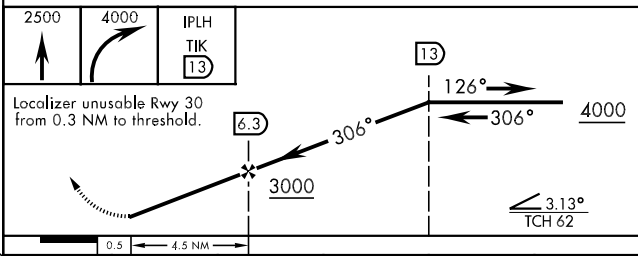
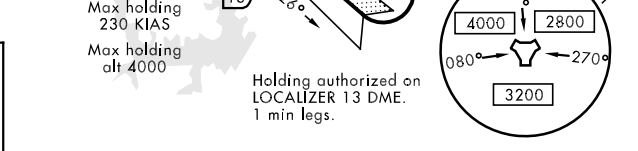
ELEV 1291



HIRL Rwy 17-35, 12-30

FAF to MAP 4.5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



| CATEGORY    | A                     | B | C                          | D                          | E                          |
|-------------|-----------------------|---|----------------------------|----------------------------|----------------------------|
| S-LOC 30 *  | 1700/40 424 (500-3/4) |   | 1700/50 424 (500-1)        |                            | 1700/60 424 (500-1 1/4)    |
| CIRCLING ** | 1880-1 589 (600-1)    |   | 1880-1 1/2 589 (600-1 1/2) | 1980-2 1/4 689 (700-2 1/4) | 2040-2 3/4 749 (800-2 3/4) |

LOC I-EVG  
**111.7**APCH CRS  
**126°**Rwy Idg **10,000**  
TDZE **1241**  
Arprt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS



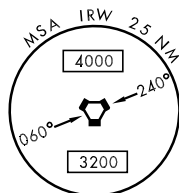
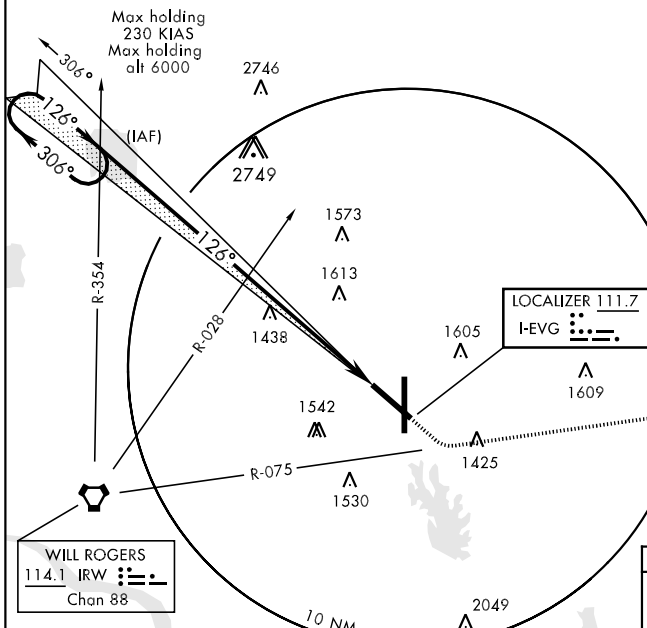
MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

ATIS ★  
**270.1**OKE CITY APP CON  
**120.45 288.325**TINKER TOWER  
**124.45 251.05**GND CON  
**121.8 275.8**CLNC DEL  
**119.7 335.8**

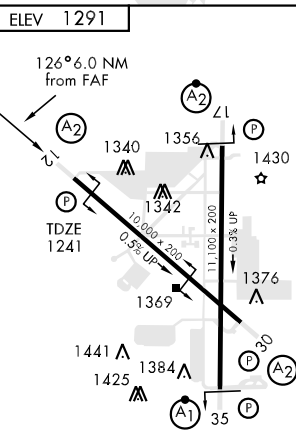
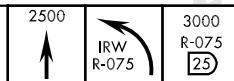
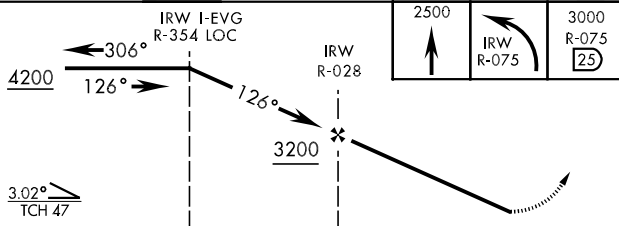
ASR

\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.

RADAR  
REQUIRED

EMERG SAFE ALT 100 NM 4700



HIRL Rwy 17-35, 12-30

FAF to MAP 6 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

OKLAHOMA CITY, OKLAHOMA

35° 25' N-97° 23' W

Orig 09211

TINKER AFB (KTIK)

LOC IRW 12

|                              |                         |  |
|------------------------------|-------------------------|--|
| TACAN TIK<br>Chan <b>105</b> | APCH CRS<br><b>172°</b> | Rwy Idg <b>11,100</b><br>TDZE <b>1267</b><br>Arpt Elev <b>1291</b> |
|------------------------------|-------------------------|--|

AL-299 [USAF]

TINKER AFB (KTIK)



\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS



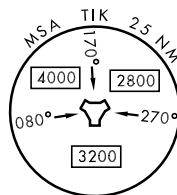
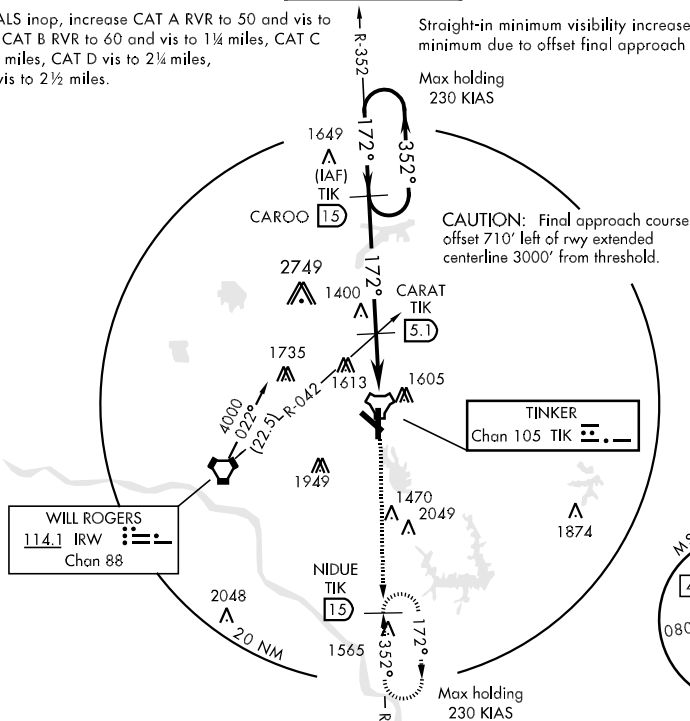
MISSED APPROACH: Climb to 4000 on  
TIK TACAN R-172 to 15 DME and hold.

|                 |                                 |                               |                        |                         |     |
|-----------------|---------------------------------|-------------------------------|------------------------|-------------------------|-----|
| ATIS ★<br>270.1 | OKE CITY APP CON<br>124.2 336.4 | TINKER TOWER<br>124.45 251.05 | GND CON<br>121.8 275.8 | CLNC DEL<br>119.7 335.8 | ASR |
|-----------------|---------------------------------|-------------------------------|------------------------|-------------------------|-----|

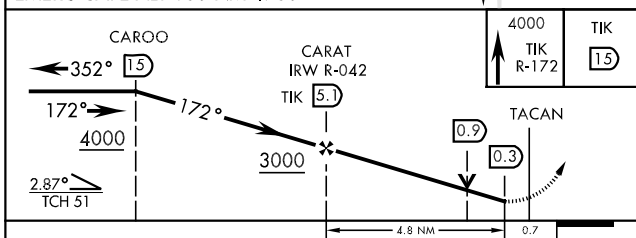
**\*\*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

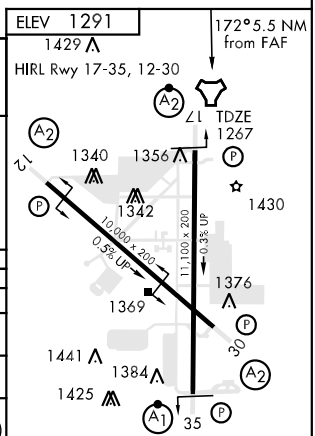
Max holding  
230 KIAS



EMERG SAFE ALT 100 NM 4700



| CATEGORY    | A                      | B                      | C                       | D                       | E                       |
|-------------|------------------------|------------------------|-------------------------|-------------------------|-------------------------|
| S-17        | 1720/50                | 453 (500-1)            | 1720/60<br>453 (500-1½) | 1720-1½                 | 453 (500-1½)            |
| CIRCLING *  | 1880-1                 | 589 (600-1)            | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |
| S-ASR 17 ** | 2000/40<br>733 (800-¾) | 2000/50<br>733 (800-1) | 2000-1¾<br>733 (800-1¾) | 2000-2<br>733 (800-2)   | 2000-2¼<br>733 (800-2¼) |



OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

TACAN TIK  
Chan **105**

APCH CRS  
**354°**

Rwy ldg **11,100**  
TDZE **1291**  
Arprt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.  
\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

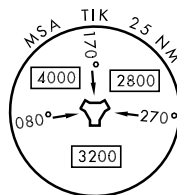
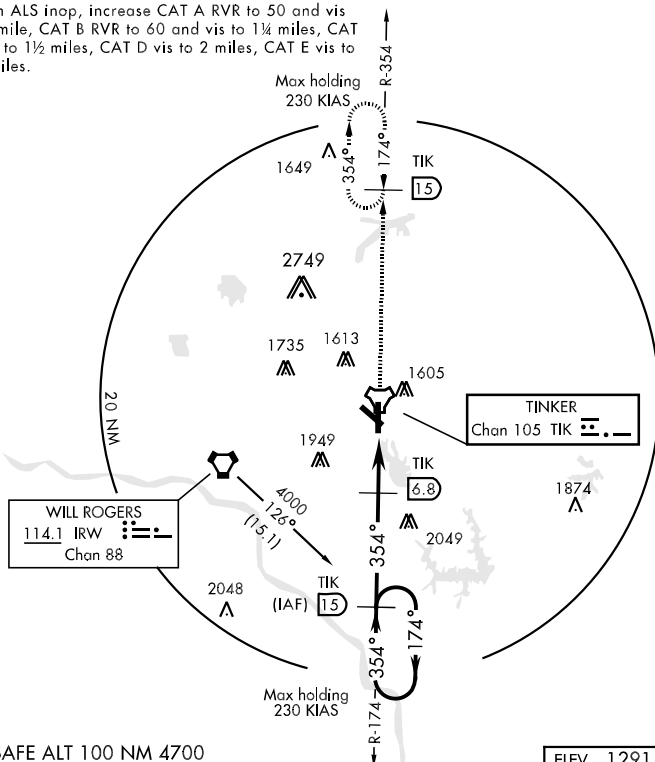
ALS-1



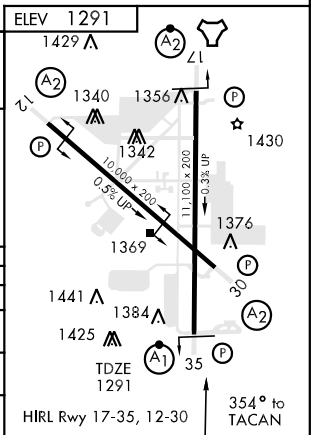
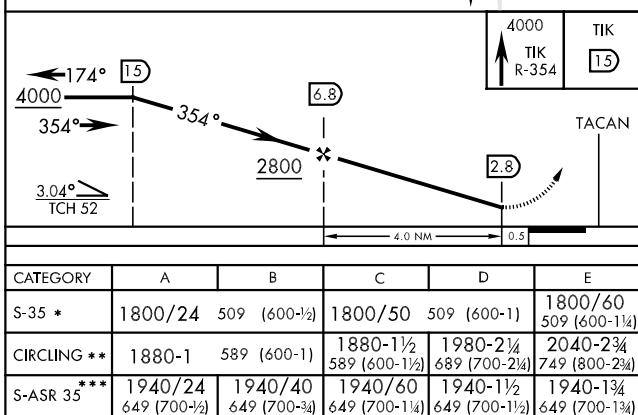
MISSED APPROACH: Climb to 4000 on TIK  
TACAN R-354 to 15 DME and hold.

|                        |  |                                      |                               |                                |     |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|
| ATIS ★<br><b>270.1</b> | OKE CITY APP CON<br><b>124.2 336.4</b> | TINKER TOWER<br><b>124.45 251.05</b> | GND CON<br><b>121.8 275.8</b> | CLNC DEL<br><b>119.7 335.8</b> | ASR |
|------------------------|--|--------------------------------------|-------------------------------|--------------------------------|-----|

\*\*\* When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1½ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 4700



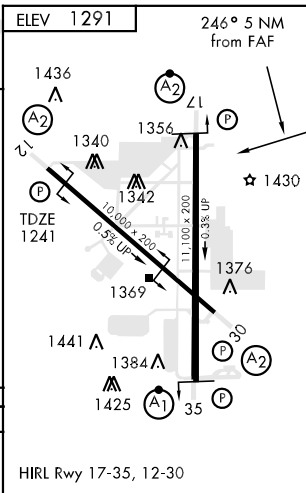
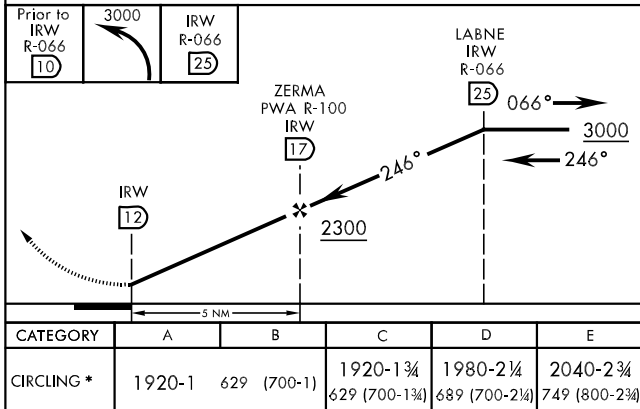
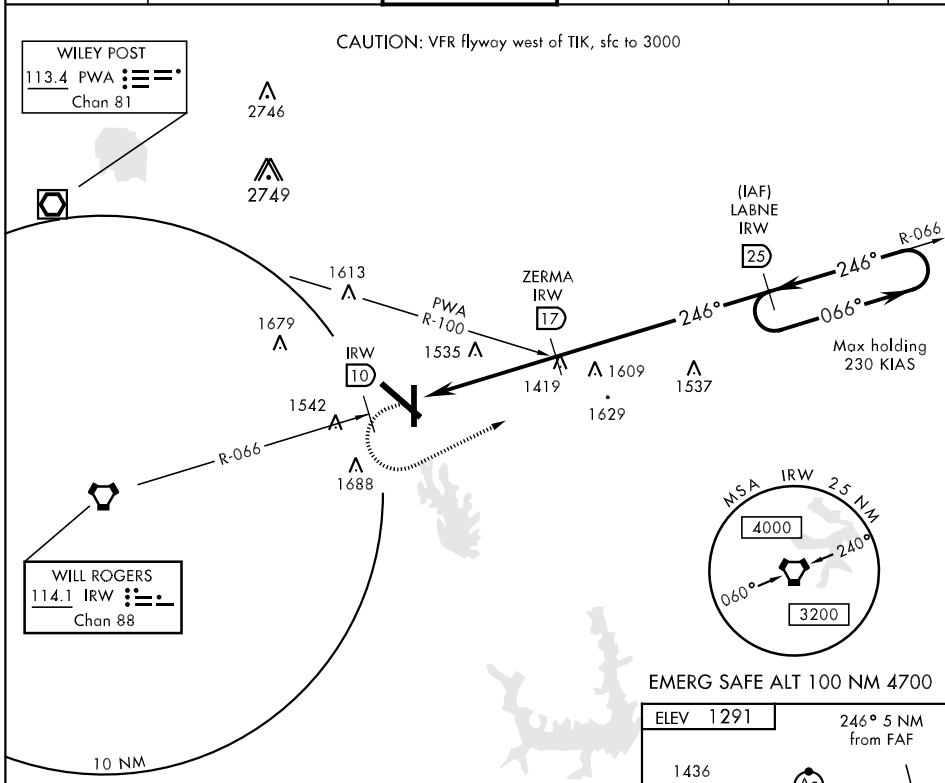
|  |                         |   |
|--|-------------------------|---|
| VORTAC IRW<br><b>114.1</b><br>Chan <b>88</b> | APCH CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>N/A</b><br><b>N/A</b><br><b>1291</b> |
|--|-------------------------|---|

AL-299 [USAF]

TINKER AFB (KTIK)

|  |  |
|--|--|
| <b>▼</b> * CAT E Circling not authorized in sector<br>S of Rwy 12-30 and W of Rwy 17-35. | <b>MISSED APPROACH:</b> Climbing left turn to 3000,<br>commence turn prior to IRW R-066/10 DME, then<br>direct to IRW R-066/25 DME and hold. |
|--|--|

|                               |  |   |                                      |                                       |            |
|-------------------------------|--|---|--------------------------------------|---------------------------------------|------------|
| <b>ATIS ★</b><br><b>270.1</b> | <b>OKE CITY APP CON</b><br><b>120.45 288.325</b> | <b>TINKER TOWER</b><br><b>124.45 251.05</b> | <b>GND CON</b><br><b>121.8 275.8</b> | <b>CLNC DEL</b><br><b>119.7 335.8</b> | <b>ASR</b> |
|-------------------------------|--|---|--------------------------------------|---------------------------------------|------------|



VOR/DME PWA  
**113.4**  
Chan **81**

APCH CRS  
**110°**

Rwy Idg **10,000**  
TDZE **1241**  
Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.  
\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W  
of Rwy 17-35.

SALS



MISSED APPROACH: Climb to 3100 direct  
to PWA R-110/20 DME and hold.

ATIS ★  
**270.1**

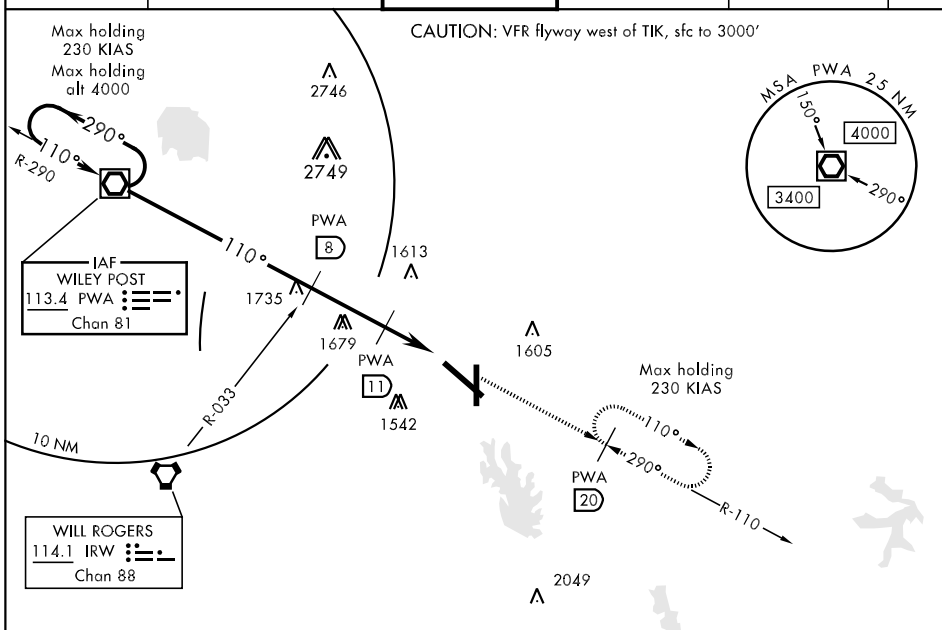
OKE CITY APP CON  
**120.45 288.325**

TINKER TOWER  
**124.45 251.05**

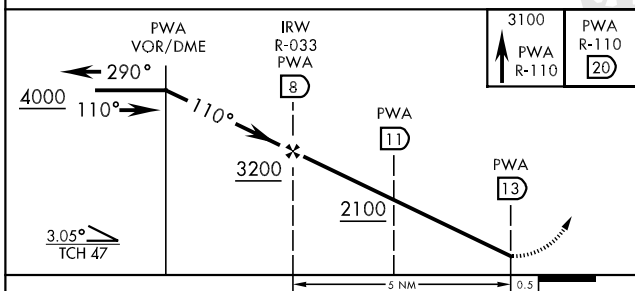
GND CON  
**121.8 275.8**

CLNC DEL  
**119.7 335.8**

ASR



EMERG SAFE ALT 100 NM 4700



| CATEGORY    | A                    | B | C                    | D                    | E                    |
|-------------|----------------------|---|----------------------|----------------------|----------------------|
| S-12 *      | 1900/40 659 (700-34) |   | 1900-1½ 659 (700-1½) | 1900-1¾ 659 (700-1¾) | 1900-2 659 (700-2)   |
| CIRCLING ** | 1900-1 609 (700-1)   |   | 1900-1¾ 609 (700-1¾) | 1980-2½ 689 (700-2½) | 2040-2¾ 749 (800-2¾) |

HIRL Rwy 17-35, 12-30

VOR/DME PWA  
**113.4**  
Chan **81**

APCH CRS  
**292°**

Rwy Idg **10,000**  
TDZE **1276**  
Arpt Elev **1291**

AL-299 [USAF]

TINKER AFB (KTIK)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,  
CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.  
\*\* CAT E Circling not authorized in sector S of Rwy 12-30  
and W of Rwy 17-35.

SALS



MISSED APPROACH: Climbing right turn  
to 3800, then direct to the PWA R-112/26  
DME and hold.

ATIS ★  
**270.1**

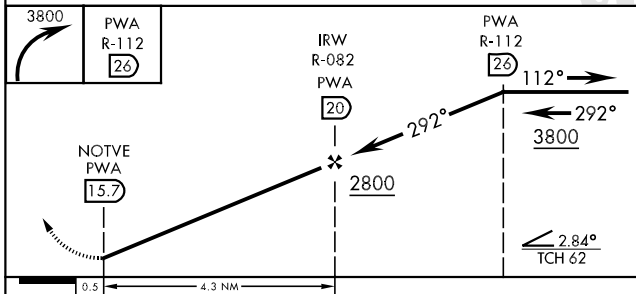
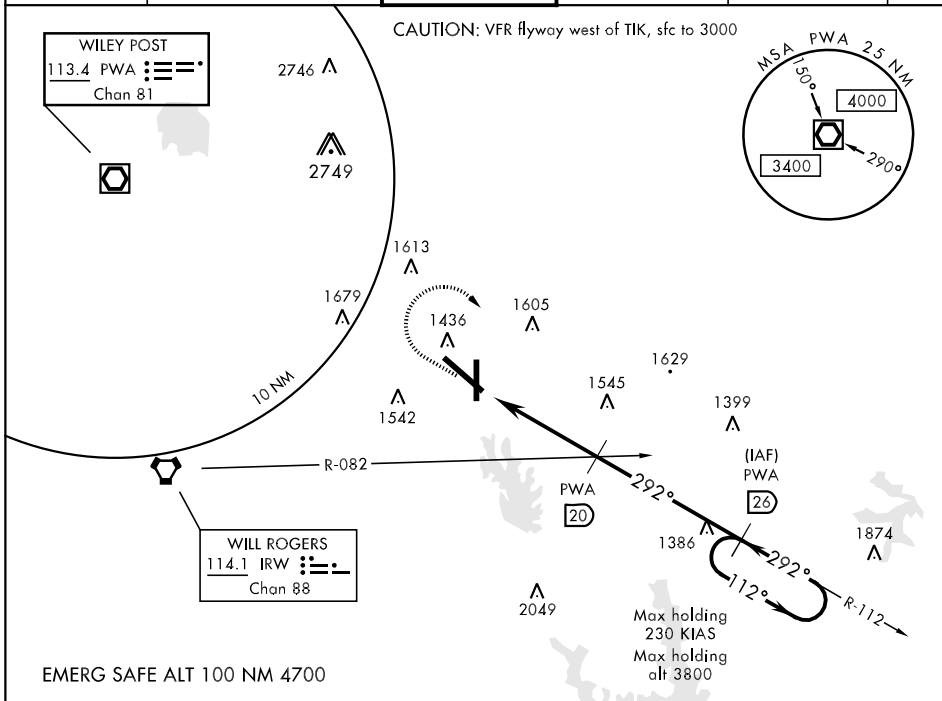
OKE CITY APP CON  
**120.45 288.325**

TINKER TOWER  
**124.45 251.05**

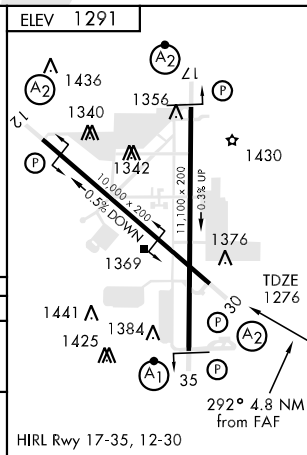
GND CON  
**121.8 275.8**

CLNC DEL  
**119.7 335.8**

ASR



| CATEGORY    | A       | B           | C                       | D                       | E                       |
|-------------|---------|-------------|-------------------------|-------------------------|-------------------------|
| S-30 *      | 1840/50 | 564 (600-1) | 1840/60<br>564 (600-1¼) | 1840-1½<br>564 (600-1½) | 1840-1¾<br>564 (600-1¾) |
| CIRCLING ** | 1880-1  | 589 (600-1) | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |



# ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-OKM<br><b>109.1</b> | APP CRS<br><b>176°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5150</b><br><b>720</b><br><b>720</b> |
|---------------------------|------------------------|-----------------------------|---|

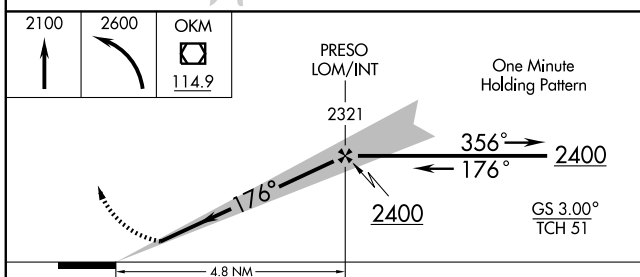
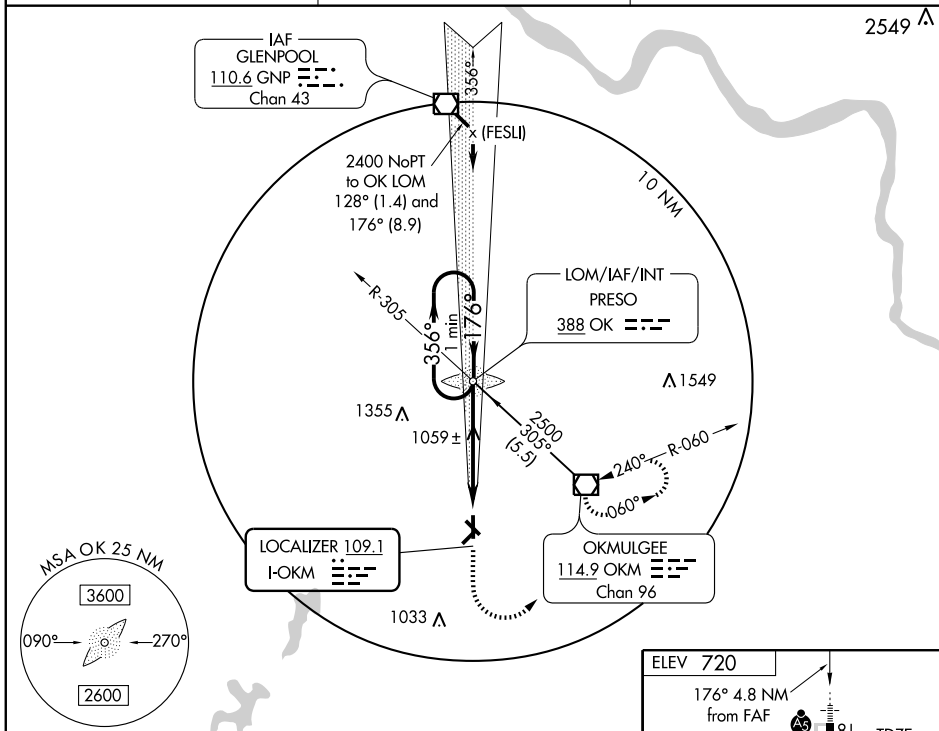


If local altimeter setting not received,  
use Tulsa Intl altimeter setting and  
increase all DAs/MDAs 80 feet.

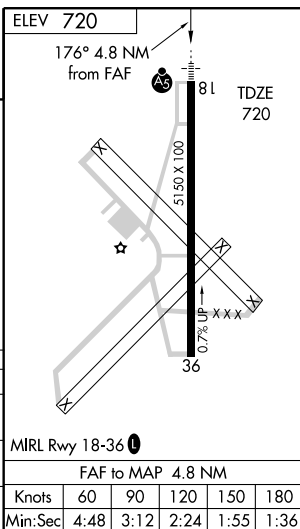


MISSED APPROACH: Climb to 2100 then climbing left  
turn to 2600 direct OKM VOR/DME and hold.

|                          |                                      |  |
|--------------------------|--------------------------------------|--|
| AWOS-3<br><b>118.225</b> | TULSA APP CON<br><b>119.85 338.3</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|--------------------------|--------------------------------------|--|



| CATEGORY | A                  | B                  | C | D  |
|----------|--------------------|--------------------|---|----|
| S-ILS 18 | 920-½ 200 (200-½)  |                    |   | NA |
| S-LOC 18 | 1320-½ 600 (600-½) | 1320-1 600 (600-1) |   | NA |
| CIRCLING | 1320-1 600 (600-1) | 1320-½ 600 (600-½) |   | NA |



MIRL Rwy 18-36 **0**

FAF to MAP 4.8 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| VOR/DME OKM<br><b>114.9</b><br>Chan <b>96</b> | APP CRS<br><b>240°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>720</b> |
|---|------------------------|-----------------------------|--|

**VOR-A**  
OKMULGEE RGNL (OKM)

**▼** If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.  
**▲** NA

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3  
**118.225**

TULSA APP CON  
**119.85 338.3**

UNICOM  
**123.0 (CTAF) 0**

▲  
1786

▲ 1355

▲ 1549

▲ 1033

IAF  
OKMULGEE  
**114.9 OKM**  
Chan **96**

10 NM

R-060

285°  
105°

240°

060°

MSA OKM 25 NM

3600

080° 260°

2600

2600



OKM

114.9

240°

VOR/DME

Remain within 10 NM

CODNA

4.1

2400

2600

4.1 NM

ELEV 720



MIRL Rwy 18-36 0

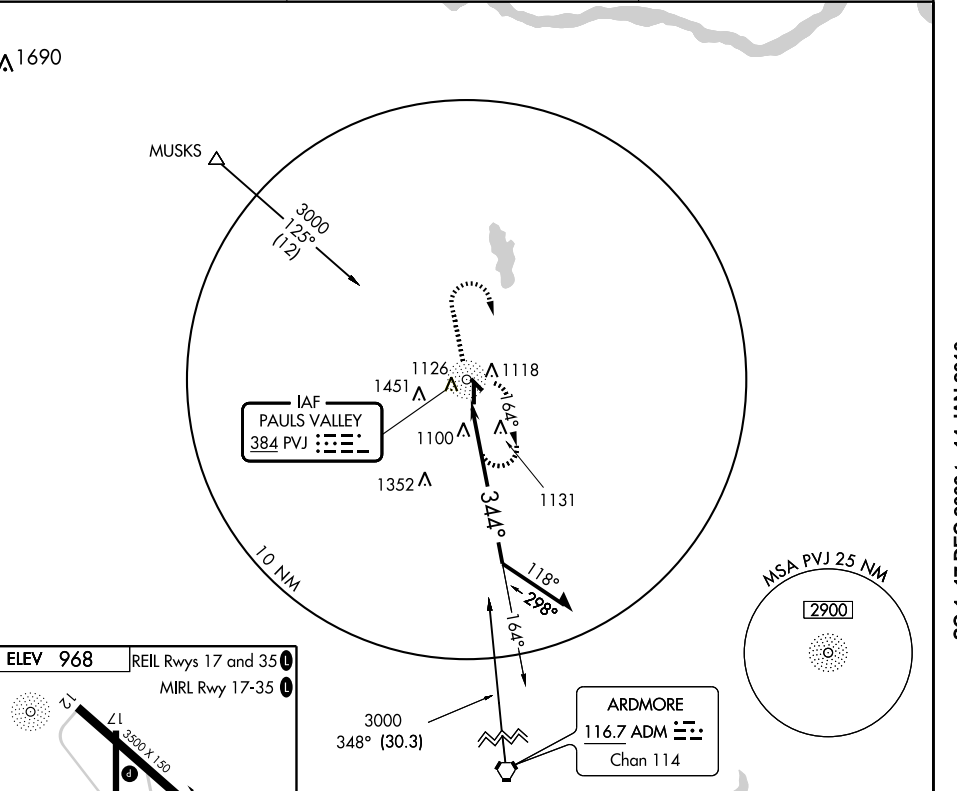
FAF to MAP 4.1 NM

| CATEGORY | A                     | B                     | C                       | D  | Knots   |      |      |      |      |
|----------|-----------------------|-----------------------|-------------------------|----|---------|------|------|------|------|
| CIRCLING | 1140-1<br>420 (500-1) | 1180-1<br>460 (500-1) | 1300-1½<br>580 (600-1½) | NA | 60      | 90   | 120  | 150  | 180  |
|          |                       |                       |                         |    | Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 |

NA
If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

|                   |                                   |                          |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3<br>118.675 | FORT WORTH CENTER<br>128.1 327.15 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|-----------------------------------|--------------------------|



SC-1, 17 DEC 2009 to 14 JAN 2010

APP CRS  
354°

|          |      |
|----------|------|
| Rwy Idg  | 5001 |
| TDZE     | 953  |
| Apt Elev | 968  |

## RNAV (GPS) RWY 35

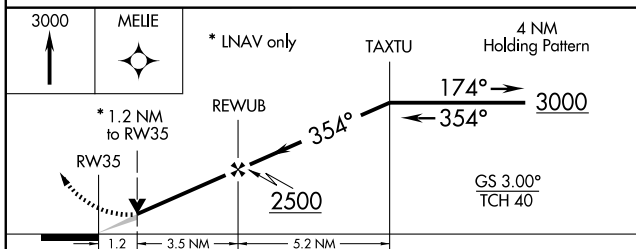
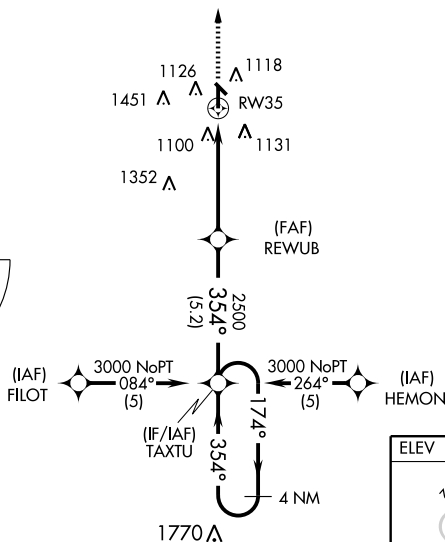
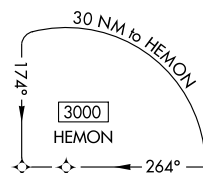
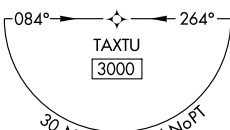
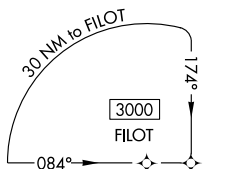
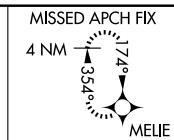
PAULS VALLEY MUNI (PVJ)

**NA** setting and increase all MDAs 100 feet. Baro-VNAV and VDP NA with Ardmore Downtown Executive altimeter setting. Baro-VNAV NA below -16C (4F). DME/DME RNP -0.3 NA.

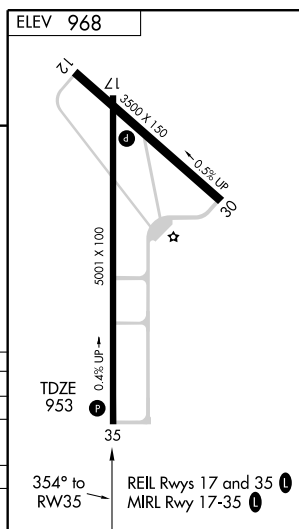
**MISSED APPROACH:** Climb to 3000 direct MELIE and hold.

AWOS-3  
118.675

FORT WORTH CENTER  
128.1 327.15

UNICOM  
122.8 (CTAF) **L**

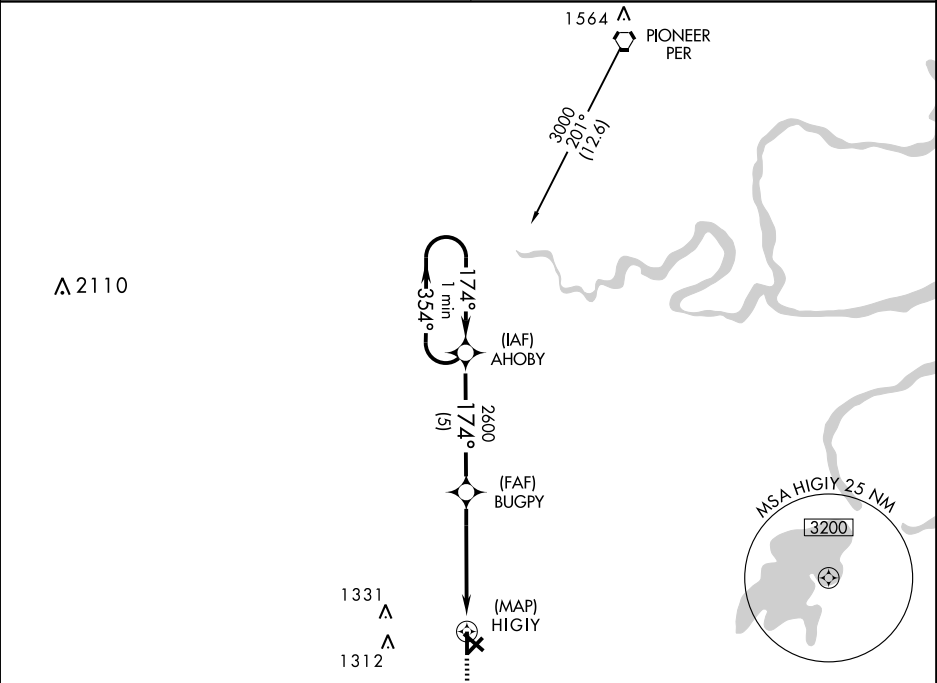
| CATEGORY      | A                     | B                     | C                       | D                       |
|---------------|-----------------------|-----------------------|-------------------------|-------------------------|
| GLS PA DA     | NA                    |                       |                         |                         |
| LNAV/ VNAV DA | 1422-1¾ 469 (500-1¾)  |                       |                         |                         |
| LNAV MDA      | 1360-1                | 407 (400-1)           | 1360-1¼                 | 407 (400-1¼)            |
| CIRCLING      | 1480-1<br>512 (600-1) | 1500-1<br>532 (600-1) | 1540-1½<br>572 (600-1½) | 1800-2¾<br>832 (900-2¾) |



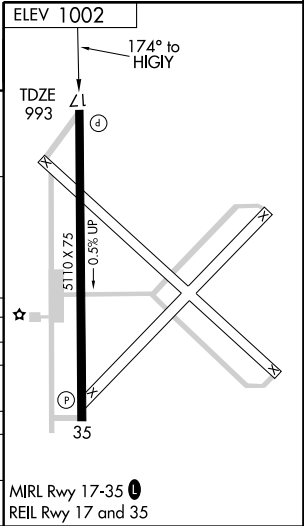
GPS RWY 17  
PERRY MUNI (F22)

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5110 |
| 174°    | TDZE     | 993  |
|         | Apt Elev | 1002 |

|                                   |  |  |
|-----------------------------------|--|--|
| NA                                | Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBYP and hold. |
| KANSAS CITY CENTER<br>127.8 319.1 |  | UNICOM<br>122.8 (CTAF) 0   |



|                                       |                    |             |                         |    |
|---------------------------------------|--------------------|-------------|-------------------------|----|
| One Minute Holding Pattern            |                    |             |                         |    |
| AHOBYP                                |                    |             |                         |    |
| BUGPY                                 |                    |             |                         |    |
| HIGY                                  |                    |             |                         |    |
| 2600                                  |                    |             |                         |    |
| 2.99° TCH 40                          |                    |             |                         |    |
| 5 NM                                  |                    |             |                         |    |
| CATEGORY                              | A                  | B           | C                       | D  |
| S-17                                  | 1360-1 367 (400-1) |             |                         | NA |
| CIRCLING                              | 1480-1             | 478 (500-1) | 1480-1½<br>478(500-1½)  | NA |
| PONCA CITY ALTIMETER SETTING MINIMUMS |                    |             |                         |    |
| S-17                                  | 1420-1             | 427 (500-1) | 1420-1¼<br>427 (500-1¼) | NA |
| CIRCLING                              | 1540-1             | 538 (600-1) | 1540-1½<br>538 (600-1½) | NA |



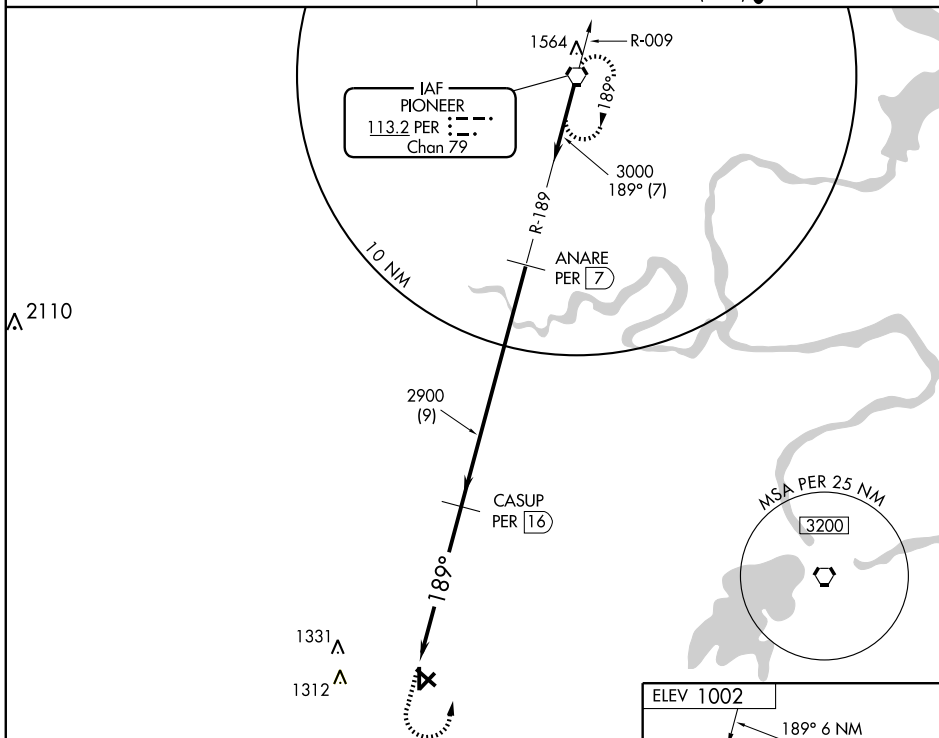
|  |                        |  |
|--|------------------------|--|
| VORTAC PER<br><b>113.2</b><br>Chan <b>79</b> | APP CRS<br><b>189°</b> | Rwy Idg <b>5110</b><br>TDZE <b>993</b><br>Apt Elev <b>1002</b> |
|--|------------------------|--|

# VOR/DME RWY 17

PERRY MUNI (F22)

|           |  |  |
|-----------|--|--|
| <b>NA</b> | Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold. |
|-----------|--|--|

|  |                                 |
|--|---------------------------------|
| KANSAS CITY CENTER<br><b>127.8 319.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--|---------------------------------|



| 2000  | 3000                  | PER<br>113.2            | CASUP<br>PER 16         | ANARE<br>PER 7 | 3000 | Procedure<br>Turn<br>NA |       |    |    |     |     |     |         |  |  |  |  |  |
|---|-----------------------|-------------------------|-------------------------|----------------|------|-------------------------|-------|----|----|-----|-----|-----|---------|--|--|--|--|--|
| PER 22  | 2900                  | 189°                    | 6 NM                    | 9 NM           |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| ≤ 2.99°<br>TCH 40   |                       |                         |                         |                |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| CATEGORY  | A                     | B                       | C                       | D              |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| S-17  | 1420-1<br>427 (500-1) | 1420-1¼<br>427 (500-1¼) | 1420-1½<br>427 (500-1½) | NA             |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| CIRCLING  | 1480-1<br>478 (500-1) | 1480-1¼<br>478 (500-1¼) | 1480-1½<br>478 (500-1½) | NA             |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| PONCA CITY ALTIMETER SETTING MINIMUMS   |                       |                         |                         |                |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| S-17  | 1460-1<br>467 (500-1) | 1460-1¼<br>467 (500-1¼) | 1460-1½<br>467 (500-1½) | NA             |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| CIRCLING  | 1520-1<br>518 (600-1) | 1520-1¼<br>518 (600-1¼) | 1520-1½<br>518 (600-1½) | NA             |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| <div> <div>ELEV 1002</div> <div>189° 6 NM from FAF</div> <div>TDZE 993</div> <div>5110 X 75</div> <div>0.5% UP</div> <div>35</div> <div>MIRL Rwy 17-35 0</div> <div>REIL Rwy 17 and 35</div> </div> |                       |                         |                         |                |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| <table> <tr> <td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr> <tr> <td>Min:Sec</td><td></td><td></td><td></td><td></td><td></td></tr> </table>                         |                       |                         |                         |                |      |                         | Knots | 60 | 90 | 120 | 150 | 180 | Min:Sec |  |  |  |  |  |
| Knots   | 60                    | 90                      | 120                     | 150            | 180  |                         |       |    |    |     |     |     |         |  |  |  |  |  |
| Min:Sec   |                       |                         |                         |                |      |                         |       |    |    |     |     |     |         |  |  |  |  |  |

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-PNC | APP CRS | Rwy ldg  | 7201 |
| 111.9         | 175°    | TDZE     | 1004 |
| Chan 56       |         | Apt Elev | 1008 |

ILS or LOC/DME RWY 17  
PONCA CITY RGNL (PNC)

**NA**

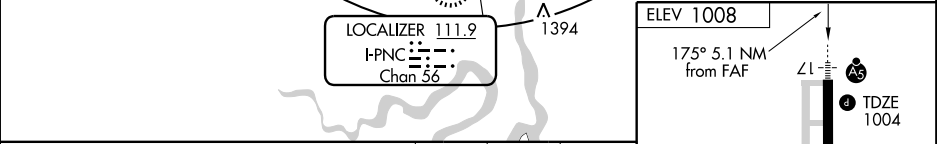
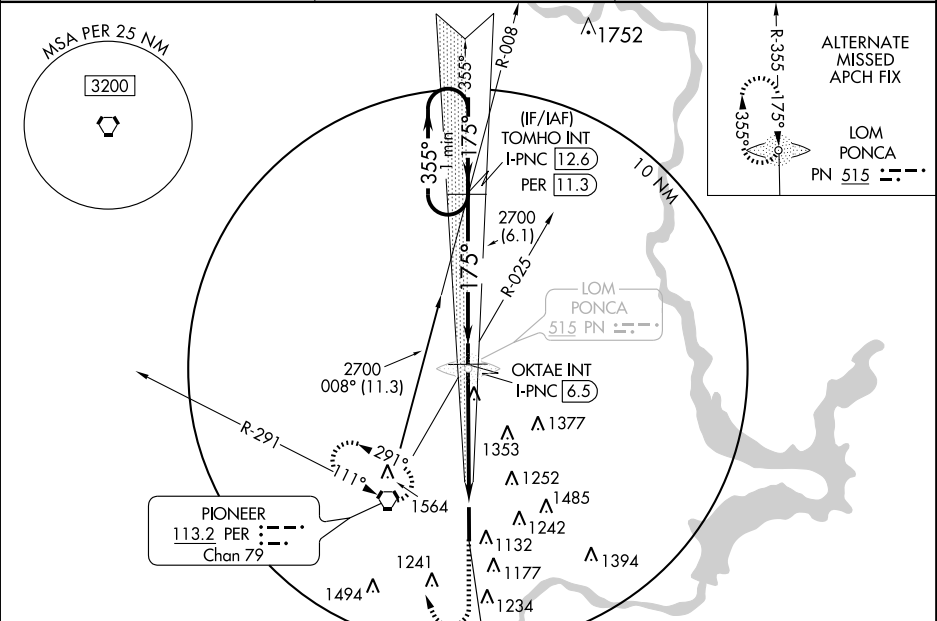
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

**MALSR**

**A5**

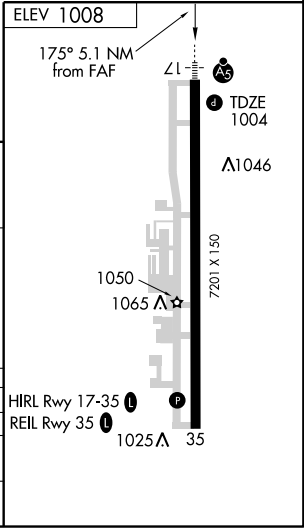
**MISSED APPROACH:**  
Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

|                 |                                   |                          |
|-----------------|-----------------------------------|--------------------------|
| ASOS<br>134.075 | KANSAS CITY CENTER<br>127.8 319.1 | UNICOM<br>123.0 (CTAF) 0 |
|-----------------|-----------------------------------|--------------------------|



|                            |                      |                     |           |           |           |
|----------------------------|----------------------|---------------------|-----------|-----------|-----------|
| One Minute Holding Pattern | TOMHO INT I-PNC 12.6 | OKTAE INT I-PNC 6.5 | 2500      | 2700      | PER 113.2 |
| 2700 ← 355°                | 2700                 | 2700                | I-PNC 2.9 | I-PNC 1.4 |           |
| GS 3.00° TCH 48            | 2700                 | 2700                |           |           |           |
|                            | 6.1 NM               | 3.6 NM              | 1.5 NM    |           |           |

| CATEGORY | A                  | B                    | C                    | D |
|----------|--------------------|----------------------|----------------------|---|
| S-ILS 17 |                    | 1204-½ 200 (200-½)   |                      |   |
| S-LOC 17 | 1520-½ 516 (600-½) | 1520-1 516 (600-1)   | 1520-1½ 516 (600-1¼) |   |
| CIRCLING | 1520-1 512 (600-1) | 1560-1½ 552 (600-1½) | 1560-2 552 (600-2)   |   |



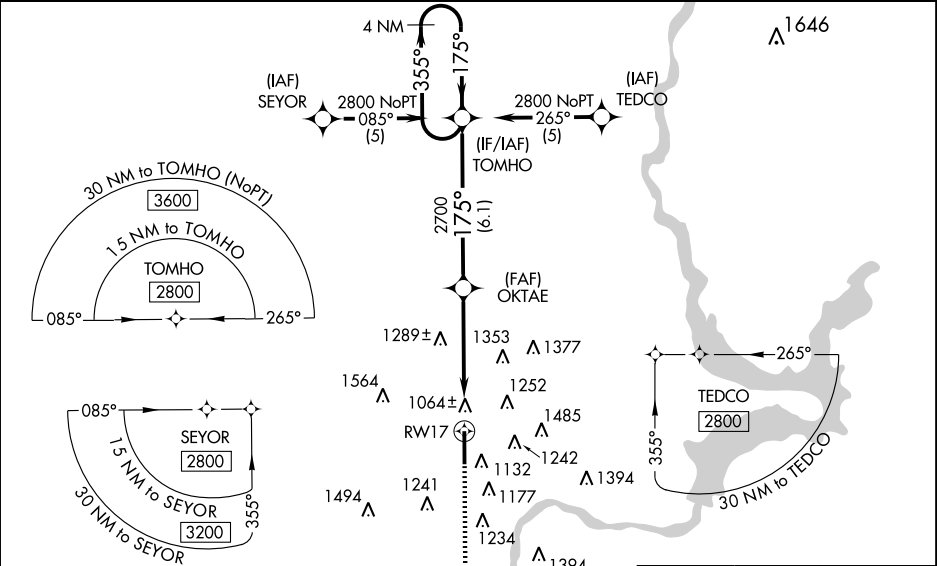
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50408</b><br><b>W17A</b> | APP CRS<br><b>175°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>7201</b><br><b>1004</b><br><b>1008</b> |
|--|------------------------|---|

RNAV (GPS) RWY 17  
PONCA CITY RGNL (PNC)

**▼** For inoperative MALS, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALS when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

**MALS**  
A5  
MISSED APPROACH:  
Climb to 2700 direct  
ZULOT and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>134.075</b> | KANSAS CITY CENTER<br><b>127.8 319.1</b> | UNICOM<br><b>123.0 (CTAF) 1</b> |
|------------------------|--|---------------------------------|



ELEV 1008  
HIRL Rwy 17-35 1  
REIL Rwy 35 1

175° to RW17

TDZE 1004

1050

1065

7201 X 150

1025

35

|                      |        |                 |                         |                         |       |
|----------------------|--------|-----------------|-------------------------|-------------------------|-------|
| 4 NM Holding Pattern |        | *LNAV only.     |                         | 2700                    | ZULOT |
| 2800                 |        | OKTAE           |                         | RW17                    |       |
| GS 3.00° TCH 48      |        | *1.6 NM to RW17 |                         |                         |       |
|                      |        | 6.1 NM          | 3.5 NM                  | 1.6 NM                  |       |
| CATEGORY             | A      | B               | C                       | D                       |       |
| LPV DA               |        | 1279-½          | 275 (300-½)             |                         |       |
| LNAV/VNAV DA         |        | 1330-¾          | 326 (400-¾)             |                         |       |
| LNAV MDA             | 1540-½ | 536 (600-½)     | 1540-1<br>536 (600-1)   | 1540-1¼<br>536 (600-1¼) |       |
| CIRCLING             | 1540-1 | 532 (600-1)     | 1560-1½<br>552 (600-1½) | 1560-2<br>552 (600-2)   |       |

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>93808</b><br><b>W35A</b> | APP CRS<br><b>355°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>7201</b><br><b>1008</b><br><b>1008</b> |
|--|------------------------|--|

RNAV (GPS) RWY 35  
PONCA CITY RGNL (PNC)

MISSED APPROACH:  
Climb to 2800 direct  
TOMHO and hold.

ASOS  
**134.075**

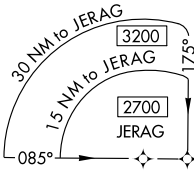
KANSAS CITY CENTER  
**127.8 319.1**

UNICOM  
**123.0 (CTAF) 0**

MISSED APCH FIX



1583



1564

RW35

1494

(FAF)  
WURTO

1241

1234

1394

1394

1132

1160±

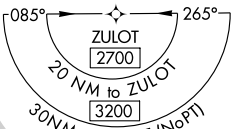
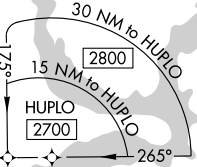
1177

1242

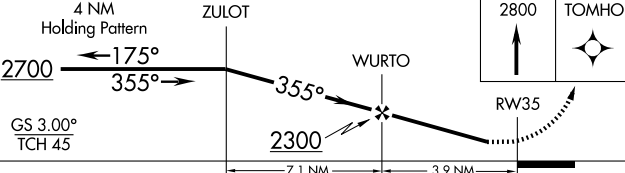
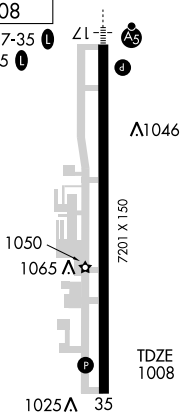
1252

1353

1583



ELEV 1008  
HIRL Rwy 17-35  
REIL Rwy 35



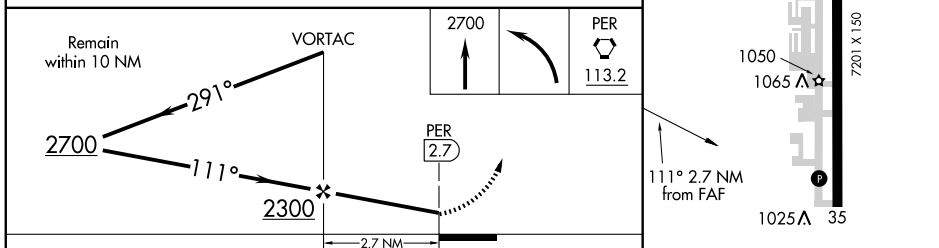
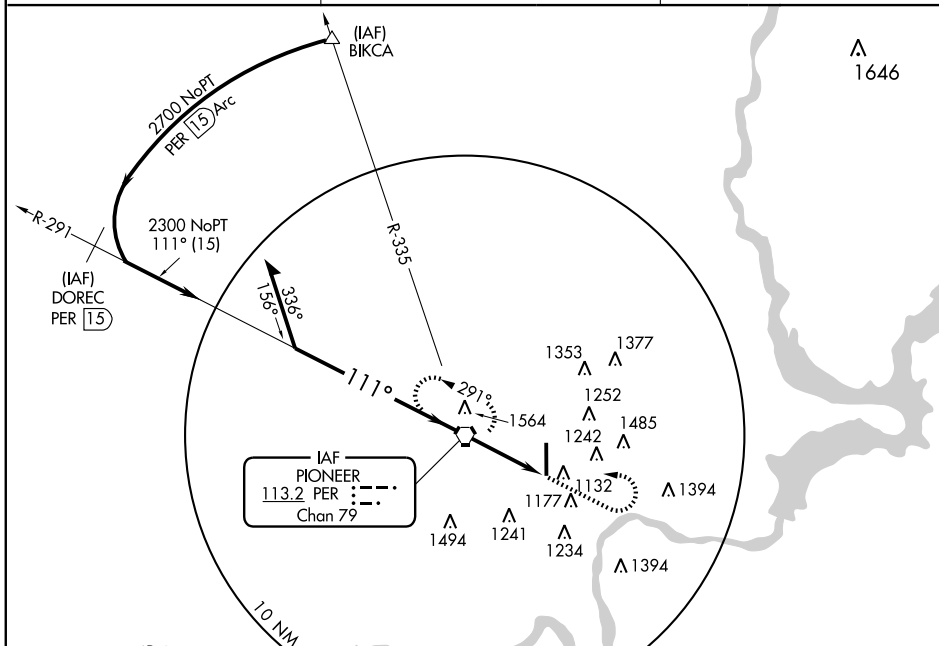
| CATEGORY     | A      | B           | C                       | D                       |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA       |        | 1295-1      | 287 (300-1)             |                         |
| LNAV/VNAV DA |        | 1478-1¾     | 470 (500-1¾)            |                         |
| LNAV MDA     | 1540-1 | 532 (600-1) | 1540-1½<br>532 (600-1½) | 1540-1¾<br>532 (600-1¾) |
| CIRCLING     | 1540-1 | 532 (600-1) | 1560-1½<br>552 (600-1½) | 1560-2<br>552 (600-2)   |

|  |                        |   |   |
|--|------------------------|---|---|
| VORTAC PER<br><b>113.2</b><br>Chan <b>79</b> | APP CRS<br><b>111°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>1007</b> | <b>N/A</b><br><b>N/A</b><br><b>1007</b> |
|--|------------------------|---|---|

**VOR-A**  
PONCA CITY RGNL (PNC)

|  |   |
|--|---|
|  | MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold. |
|--|---|

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>134.075</b> | KANSAS CITY CENTER<br><b>127.8 319.1</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



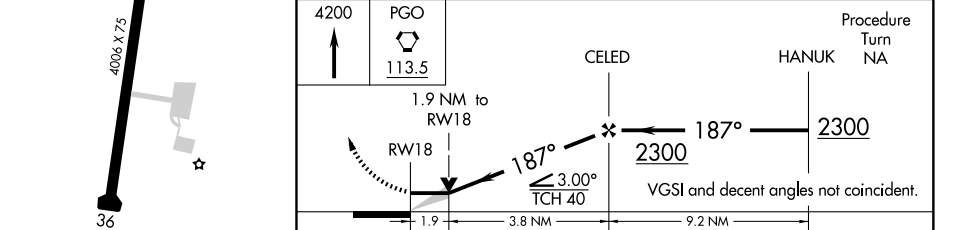
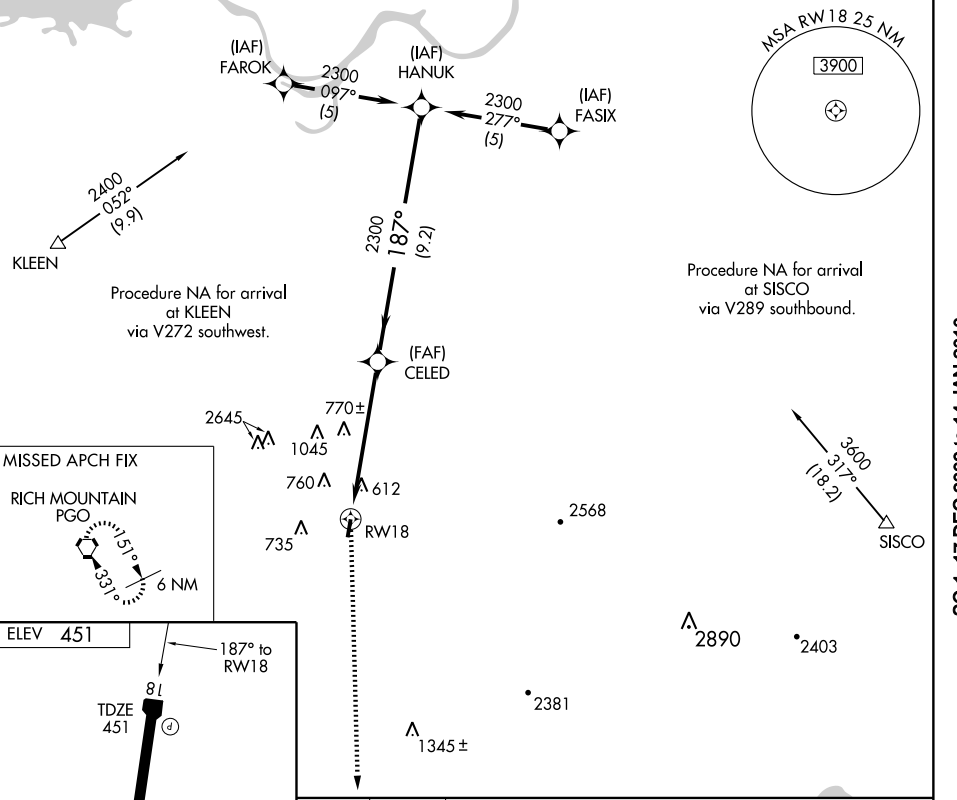
| CATEGORY | A                     | B                     | C                       | D                     | FAF to MAP 2.7 NM |      |      |      |      |      |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------|------|------|------|------|------|
| CIRCLING | 1460-1<br>453 (500-1) | 1480-1<br>473 (500-1) | 1560-1½<br>553 (600-1½) | 1560-2<br>553 (600-2) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |                       |                       |                         |                       | Min:Sec           | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

|                   |                                     |                        |
|-------------------|-------------------------------------|------------------------|
| AWOS-3<br>120.625 | RAZORBACK APP CON ★<br>120.9 343.75 | UNICOM<br>122.8 (CTAF) |
|-------------------|-------------------------------------|------------------------|



| CATEGORY | A                  | B                  | C                  | D  |
|----------|--------------------|--------------------|--------------------|----|
| LNAV MDA | 1020-1 569 (600-1) | 1020-1 569 (600-1) | 1020-1 569 (600-1) | NA |
| CIRCLING | 1020-1 569 (600-1) | 1020-1 569 (600-1) | 1020-1 569 (600-1) | NA |

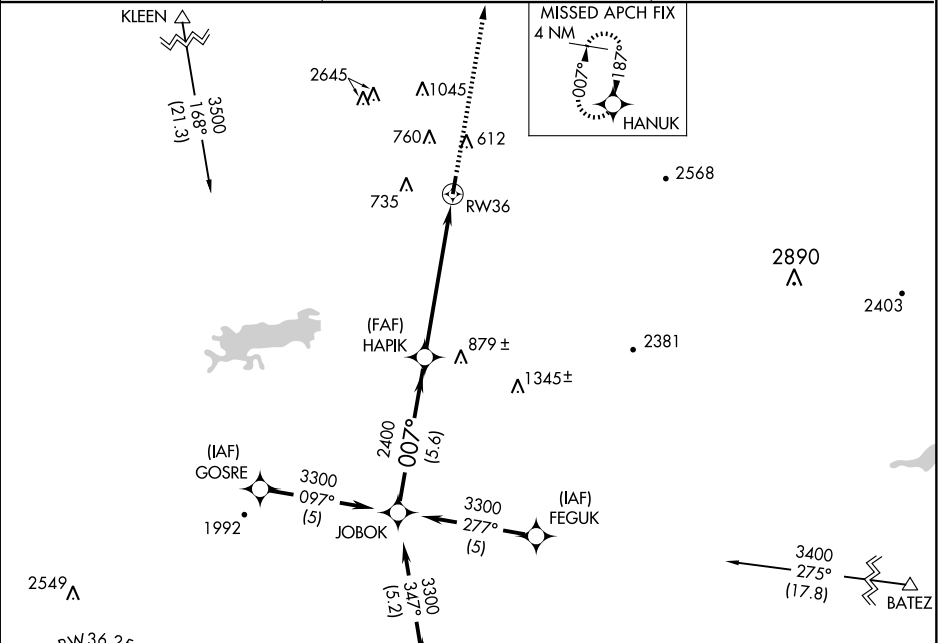
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4006 |
| 007°    | TDZE     | 451  |
|         | Apt Elev | 451  |

RNAV (GPS) RWY 36  
POTEAU/ROBERT S. KERR (R.K.R.)

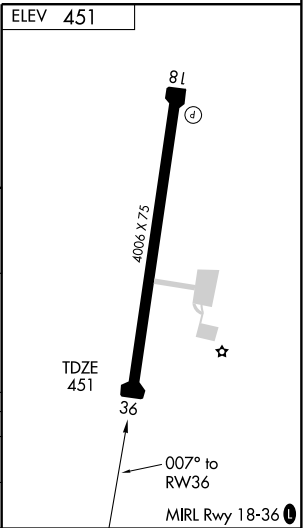
NA If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

|                   |                                     |                          |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3<br>120.625 | RAZORBACK APP CON ★<br>120.9 343.75 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------------|



Procedure NA for arrivals on PGO VORTAC airway radials 271 CW 031.




|                   |                   |  |   |              |                         |                |    |
|-------------------|-------------------|--|---|--------------|-------------------------|----------------|----|
| JOBOK             |                   |  |   | 2400         |                         | HANUK          |    |
| 3300              |                   |  |   | HAPIK        |                         |                |    |
| 007°              |                   |  |   | 2400         |                         | 1.3 NM to RW36 |    |
| Procedure Turn NA |                   |  |   | 3.05° TCH 40 |                         | RW36           |    |
| 5.6 NM            |                   |  |   | 4.6 NM       |                         | 1.3            |    |
| CATEGORY          | A                 |  | B |              | C                       |                | D  |
| LNAV MDA          | 920-1 469 (500-1) |  |   |              | 920-1¼<br>469 (500-1¼)  |                | NA |
| CIRCLING          | 920-1 469 (500-1) |  |   |              | 1040-1½<br>589 (600-1½) |                | NA |

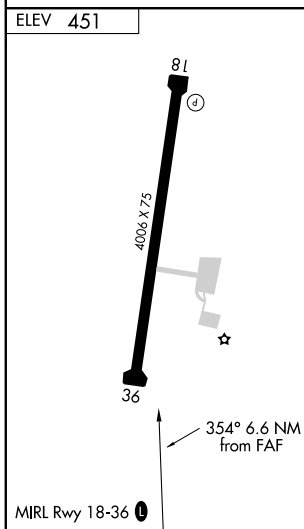
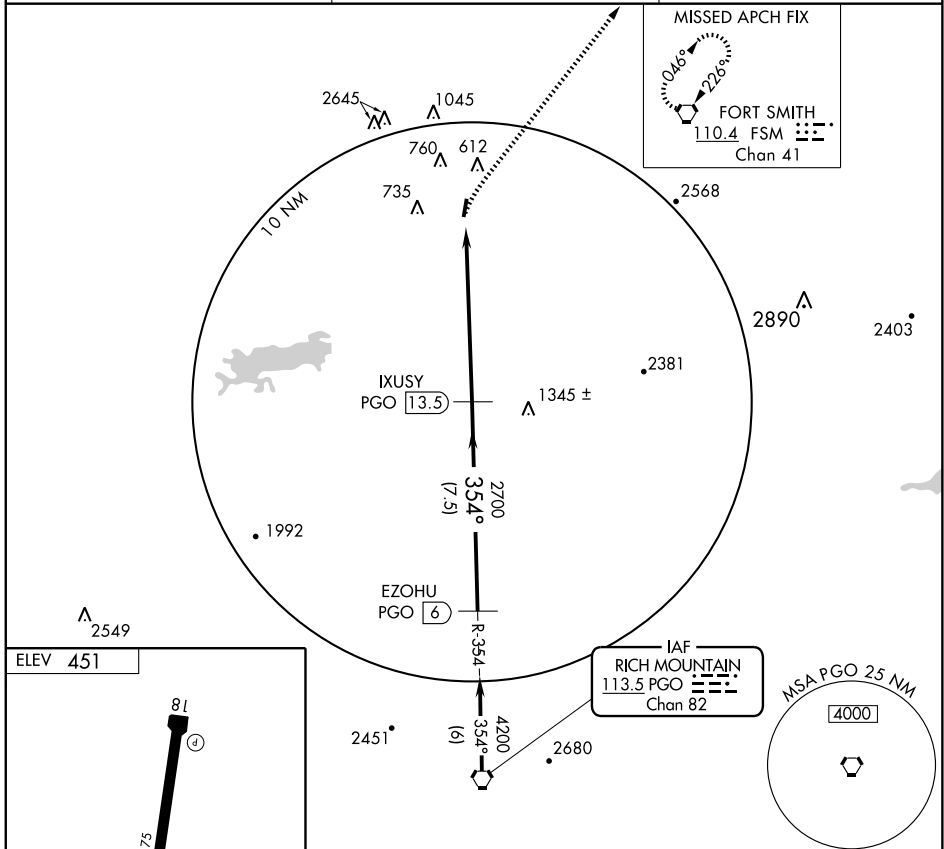
|  |                        |                             |  |
|--|------------------------|-----------------------------|--|
| VORTAC PGO<br><b>113.5</b><br>Chan <b>82</b> | APP CRS<br><b>354°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>N/A</b><br><b>N/A</b><br><b>451</b> |
|--|------------------------|-----------------------------|--|

# VOR/DME-A

POTEAU/ROBERT S. KERR (R.KR)

|   |  |
|---|--|
|  | MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold. |
|---|--|

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>120.625</b> | RAZORBACK APP CON ★<br><b>120.9 343.75</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|



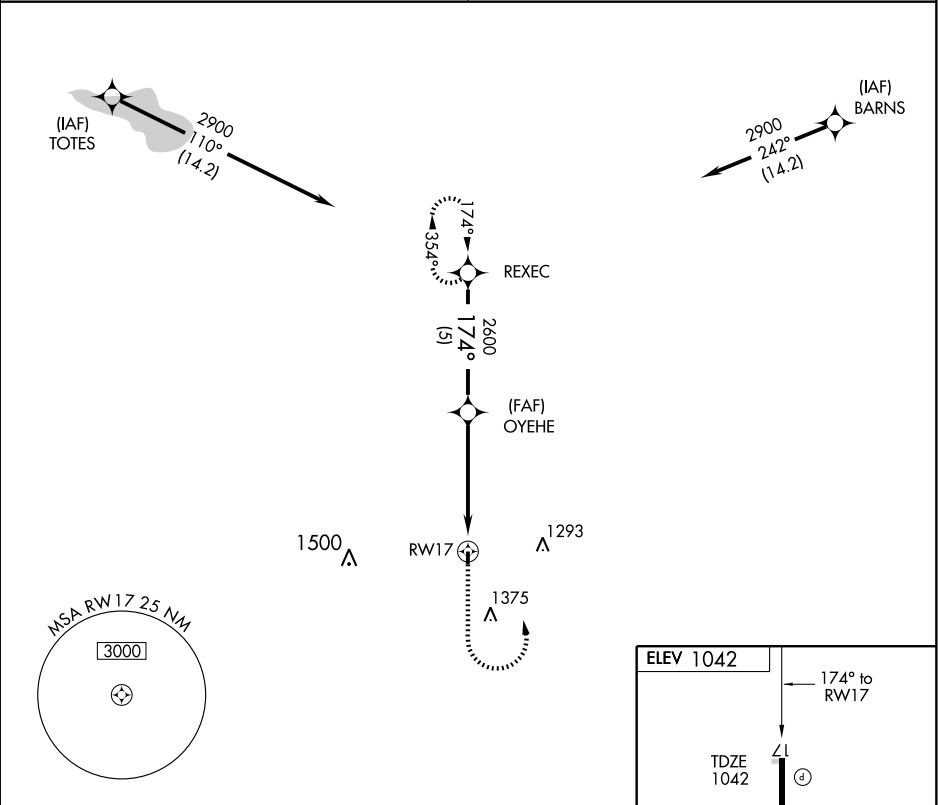
|          |                       |                         |                         |      |
|----------|-----------------------|-------------------------|-------------------------|------|
| 4000     | FSM<br>110.4          | IXUSY<br>PGO 13.5       | EZOHU<br>PGO 6          | 4200 |
| PGO 20.1 | 2700                  | 354°                    | Procedure Turn NA       |      |
| 6.6 NM   | 7.5 NM                |                         |                         |      |
| CATEGORY | A                     | B                       | C                       | D    |
| CIRCLING | 1020-1<br>569 (600-1) | 1020-1¼<br>569 (600-1¼) | 1100-1¾<br>649 (700-1¾) | NA   |

# GPS RWY 17

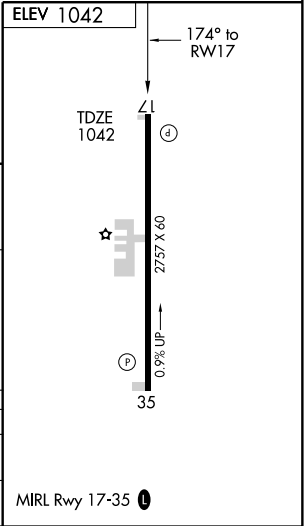
PRAGUE MUNI (O47)

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 2757 |
| 174°    | TDZE     | 1042 |
|         | Apt Elev | 1042 |

|   |   |
|---|---|
| <div>▲ NA</div> <div>Use Oklahoma City/Will Rogers World altimeter setting.</div> | MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct REXEC and hold. |
| FORT WORTH CENTER<br>132.2 338.35   | CTAF<br>122.9 0   |



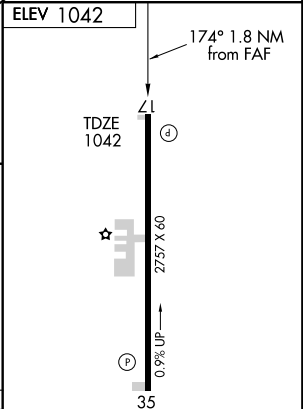
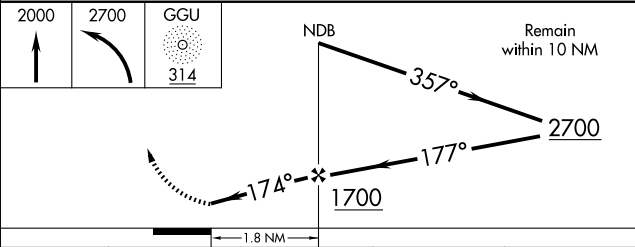
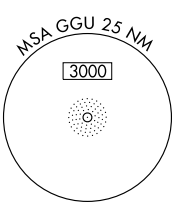
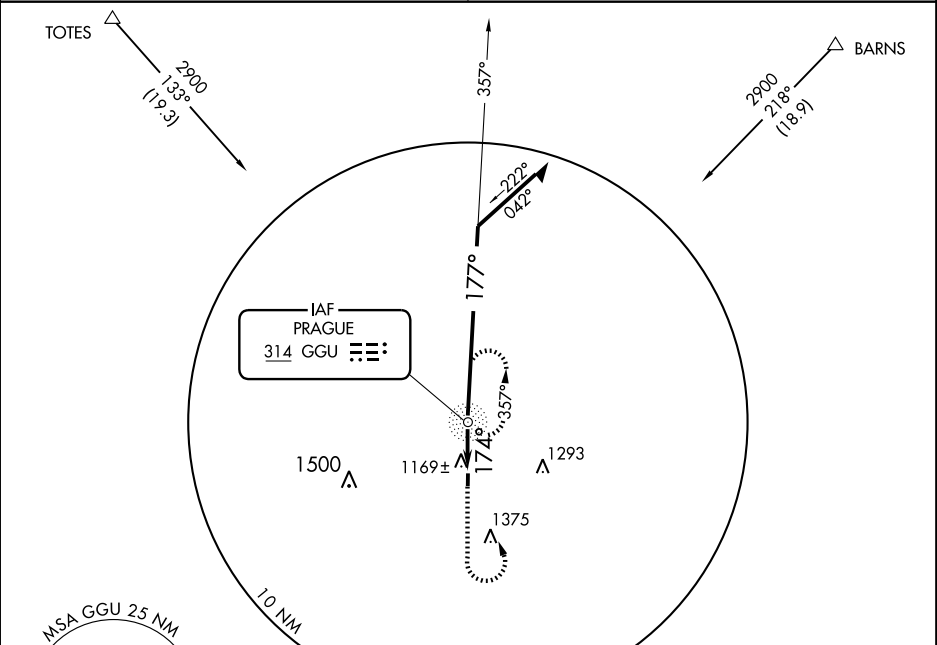
|                |        |  |             |  |                         |  |
|----------------|--------|--|-------------|--|-------------------------|--|
|                | REXEC  |  | OYEHE       |  | RW17                    |  |
|                | 2900   |  | 2600        |  |                         |  |
|                | 174°   |  |             |  |                         |  |
| Procedure Turn | NA     |  |             |  |                         |  |
|                | 5 NM   |  | 5 NM        |  |                         |  |
| CATEGORY       | A      |  | B           |  | C                       |  |
| S-17           | 1660-1 |  | 618 (700-1) |  | 1660-1¾<br>618 (700-1¾) |  |
| CIRCLING       | 1660-1 |  | 618 (700-1) |  | 1660-1¾<br>618 (700-1¾) |  |



NDB RWY 17  
PRAGUE MUNI (O47)

|         |         |          |      |
|---------|---------|----------|------|
| NDB GGU | APP CRS | Rwy Idg  | 2757 |
| 314     | 174°    | TDZE     | 1042 |
|         |         | Apt Elev | 1042 |

|   |  |
|---|--|
| NA<br>Use Oklahoma City/Will Rogers World<br>altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to<br>2700 direct GGU NDB and hold. |
| FORT WORTH CENTER<br>132.2 338.35                               | CTAF<br>122.9 0  |



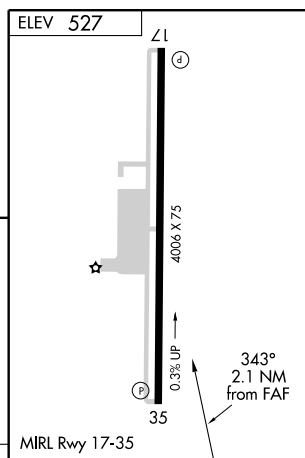
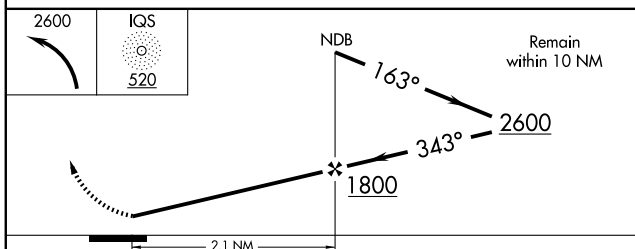
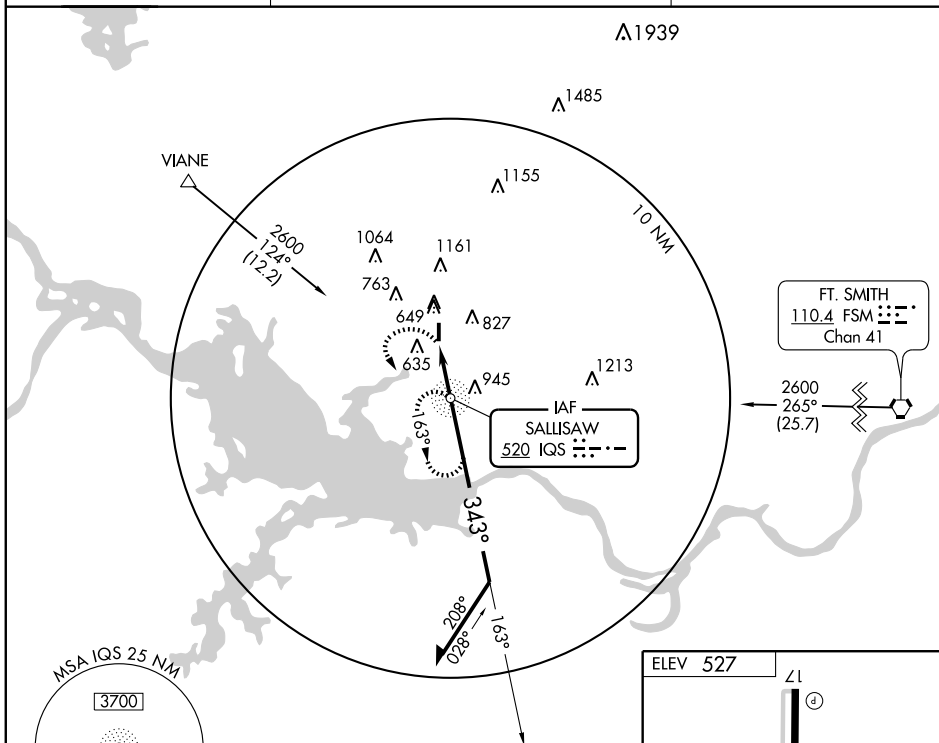
| CATEGORY | A                  | B | C                    | D  |
|----------|--------------------|---|----------------------|----|
| S-17     | 1620-1 578 (600-1) |   | 1620-1½ 578 (600-1½) | NA |
| CIRCLING | 1620-1 578 (600-1) |   | 1620-1½ 578 (600-1½) | NA |

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |



NDB IQS  
**520**APP CRS  
**343°**Rwy Idg  
TDZE  
Apt Elev**N/A**  
**N/A**  
**527****NDB-A**  
SALLISAW MUNI (JSV)

NA

MISSED APPROACH: Climbing left turn  
to 2600 direct IQS NDB and hold.AWOS-3  
**118.475**RAZORBACK APP CON ★  
**120.9 343.75**UNICOM  
**122.7** (CTAF)

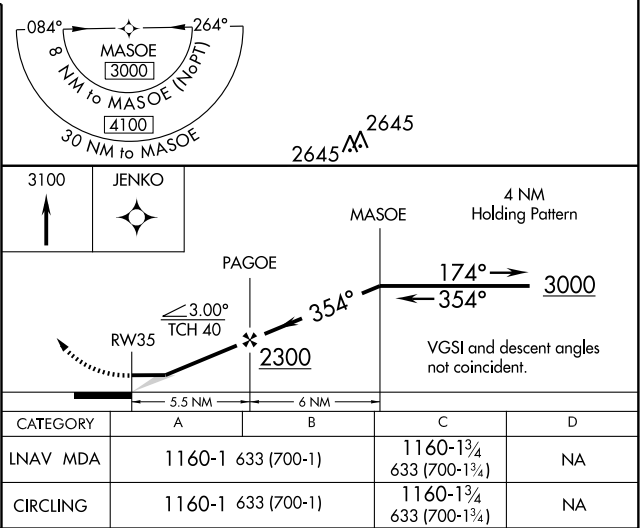
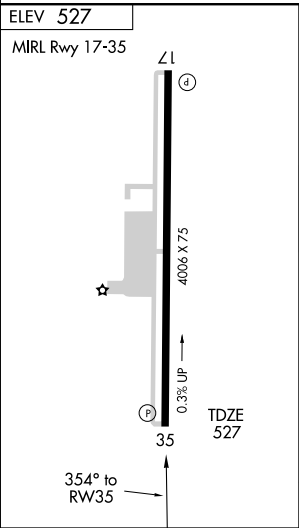
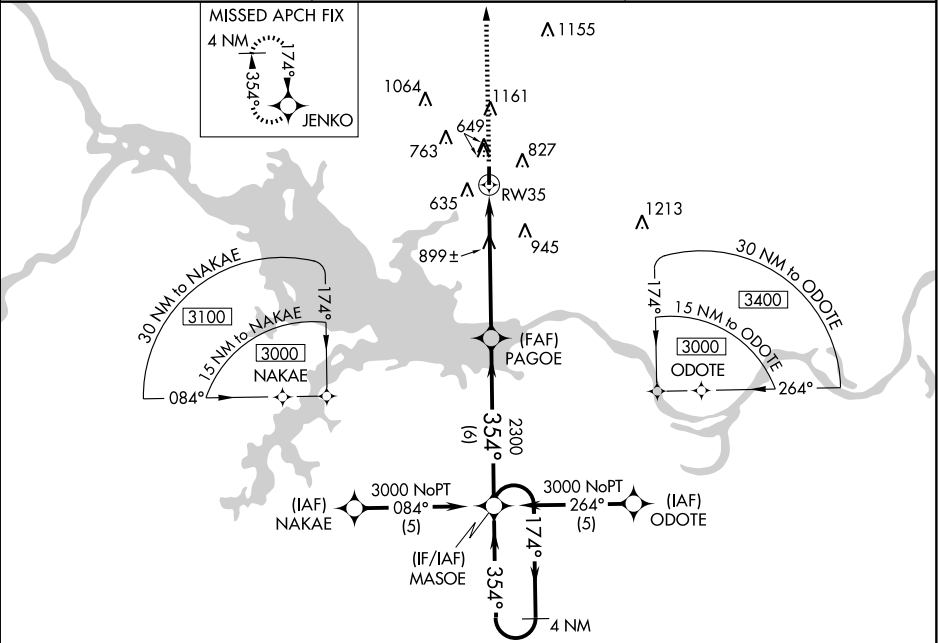
| CATEGORY | A      | B           | C                      | D  | FAF to MAP 2.1 NM |      |      |      |      |      |
|----------|--------|-------------|------------------------|----|-------------------|------|------|------|------|------|
| CIRCLING | 1140-1 | 613 (700-1) | 1140-1 613 (700-1 3/4) | NA | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                        |    | Min:Sec           | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

|                        |   |
|------------------------|---|
| APP CRS<br><b>354°</b> | Rwy Idg <b>4006</b><br>TDZE <b>527</b><br>Apt Elev <b>527</b> |
|------------------------|---|

RNAV (GPS) RWY 35  
SALLISAW MUNI (JSV)

|    |   |   |
|----|---|---|
| NA | GPS or RNP-0.3 required.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3100<br>direct JENKO WP and hold. |
|----|---|---|

|                          |  |                               |
|--------------------------|--|-------------------------------|
| AWOS-3<br><b>118.475</b> | RAZORBACK APP CON ★<br><b>120.9 343.75</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|--|-------------------------------|



NDB RWY 35

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

|         |         |          |      |
|---------|---------|----------|------|
| NDB OWP | APP CRS | Rwy Idg  | 5799 |
| 362     | 340°    | TDZE     | 891  |
|         |         | Apt Elev | 891  |

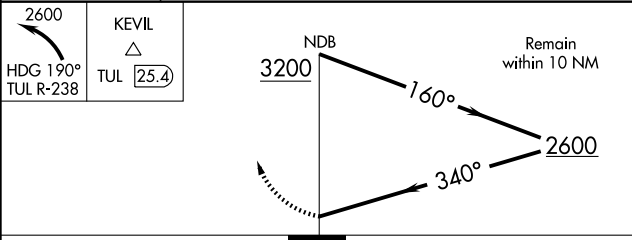
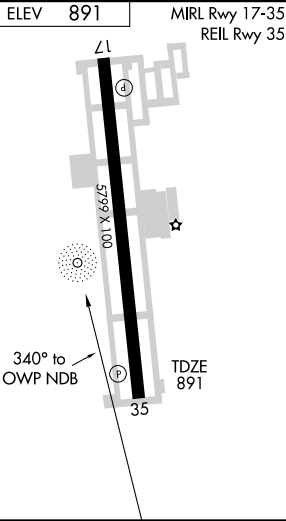
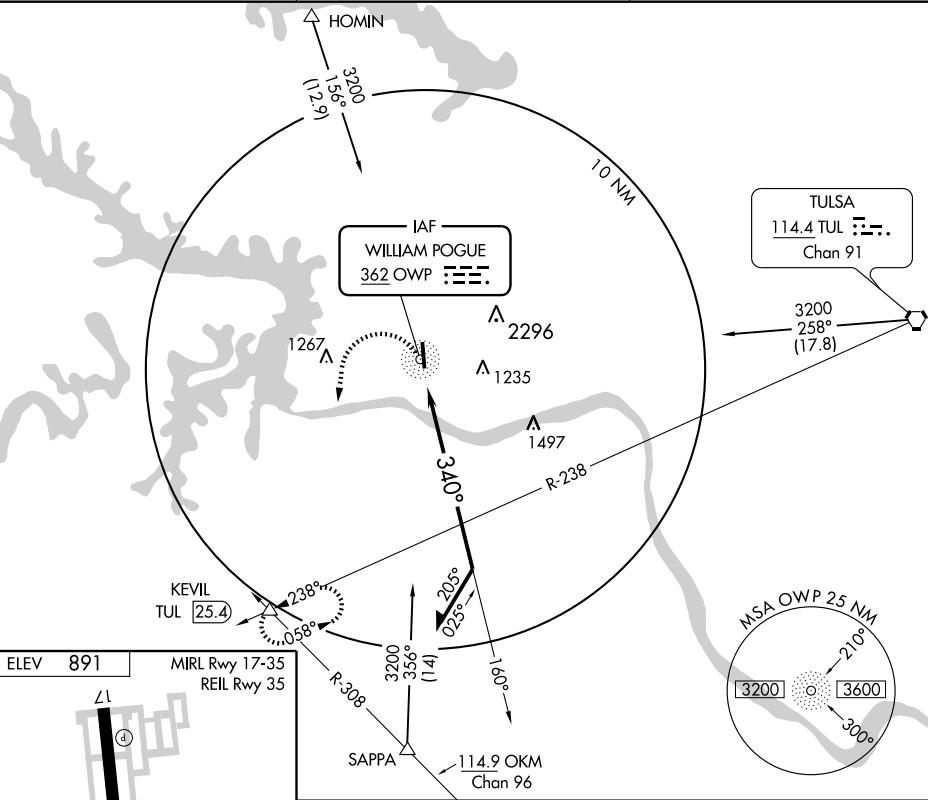
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

AWOS-3  
118.325

TULSA APP CON  
124.0 338.3

UNICOM  
122.7 (CTAF)



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-35     | 1520-1 | 629 (700-1) | 1520-1¾<br>629 (700-1¾) | NA |
| CIRCLING | 1520-1 | 629 (700-1) | 1520-1¾<br>629 (700-1¾) | NA |

APP CRS  
169°

Rwy Idg  
TDZE  
Apt Elev

5799  
889  
892

RNAV (GPS) RWY 17

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

|                   |                              |                        |
|-------------------|------------------------------|------------------------|
| AWOS-3<br>118.325 | TULSA APP CON<br>124.0 338.3 | UNICOM<br>122.7 (CTAF) |
|-------------------|------------------------------|------------------------|

|                            |        |  |                         |        |                  |
|----------------------------|--------|--|-------------------------|--------|------------------|
| 4 NM Holding Pattern WEDAX |        | VGSIs and descent angles not coincident. |                         | 2800   | ACERT            |
| 2800                       |        | 349°                                     | 169°                    | BLANY  | 1.5 NM to RWY 17 |
|                            |        | 2400                                     | 3.04° TCH 45            |        | RWY 17           |
|                            |        | 6.5 NM                                   | 3.1 NM                  | 1.5 NM |                  |
| CATEGORY                   | A      | B  | C                       | D      |                  |
| LNAV MDA                   | 1400-1 | 511 (600-1)                              | 1400-1½<br>511 (600-1½) | NA     |                  |
| CIRCLING                   | 1440-1 | 548 (600-1)                              | 1440-1½<br>548 (600-1½) | NA     |                  |

SC-1. 17 DEC 2009 to 14 JAN 2010

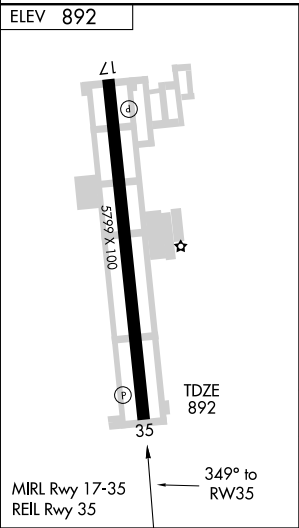
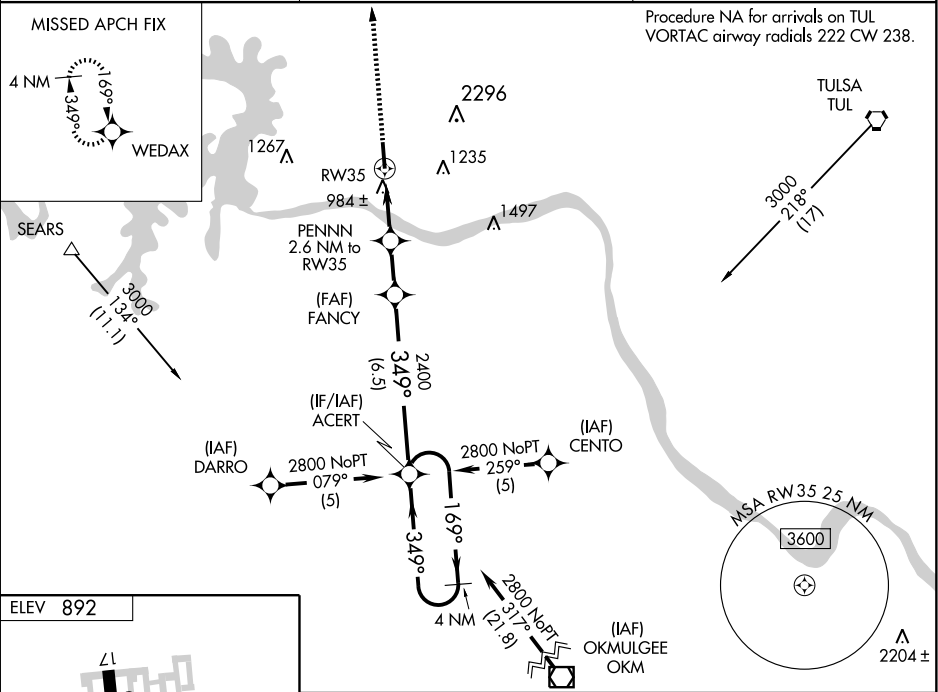
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57912</b><br><b>W35A</b> | APP CRS<br><b>349°</b> | Rwy Idg <b>5799</b><br>TDZE <b>892</b><br>Apt Elev <b>892</b> |
|--|------------------------|---|

RNAV (GPS) RWY 35

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

|   |  |
|---|--|
| <p>Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ½ mile.</p> | <p>MISSED APPROACH: Climb to 2800 direct WEDAX and hold.</p> |
|---|--|

|                          |                                     |                               |
|--------------------------|-------------------------------------|-------------------------------|
| AWOS-3<br><b>118.325</b> | TULSA APP CON<br><b>124.0 338.3</b> | UNICOM<br><b>122.7</b> (CTAF) |
|--------------------------|-------------------------------------|-------------------------------|



|              |         |   |                         |        |                       |
|--------------|---------|---|-------------------------|--------|-----------------------|
| 2800         | WEDAX   | VGSI and RNAV glidepath not coincident. |                         |        | 4 NM Holding Pattern  |
|              |         | PENNN 2.6 NM to RW35                    | FANCY                   | ACERT  | 169° → 2800<br>← 349° |
|              |         | *LNAV only                              |                         |        | GS 3.00°<br>TCH 45    |
|              |         | RW35                                    |                         |        |                       |
|              |         | 2.6 NM                                  | 1.9 NM                  | 6.5 NM |                       |
| CATEGORY     | A       | B                                       | C                       | D      |                       |
| LPV DA       | 1202-1  | 310 (400-1)                             |                         | NA     |                       |
| LNAV/VNAV DA | 1317-1½ | 425 (500-1½)                            |                         | NA     |                       |
| LNAV MDA     | 1240-1  | 348 (400-1)                             |                         | NA     |                       |
| CIRCLING     | 1440-1  | 548 (600-1)                             | 1440-1½<br>548 (600-1½) | NA     |                       |

AL-6472 (FAA)

VOR/DME GNP  
**110.6**  
Chgn **43**

APP CRS  
144°

|          |     |
|----------|-----|
| Rwy Idg  | N/A |
| TDZE     | N/A |
| Apt Elev | 892 |

N/A  
N/A  
892

SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

VOR/DME-A

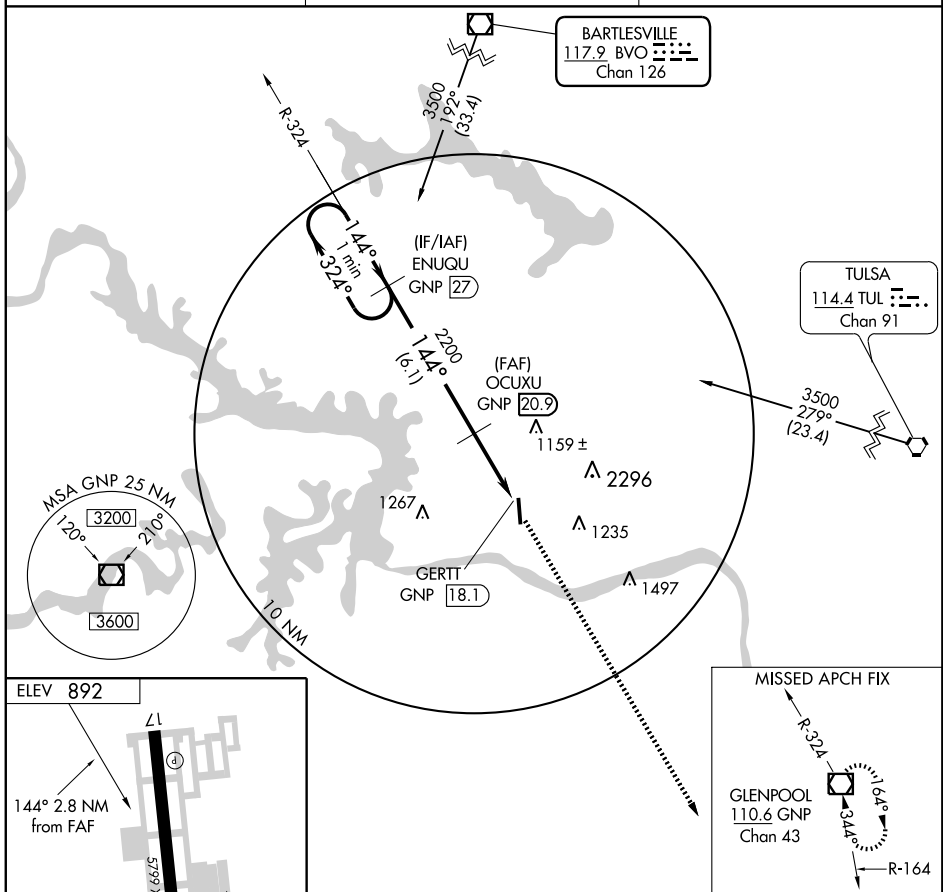


When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

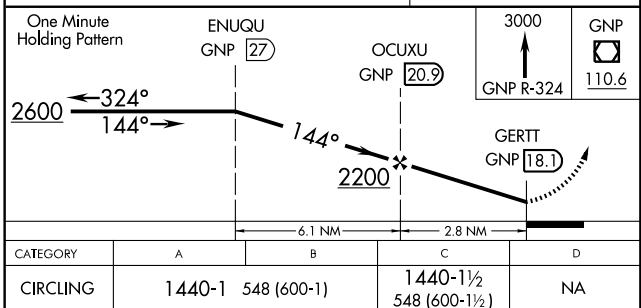
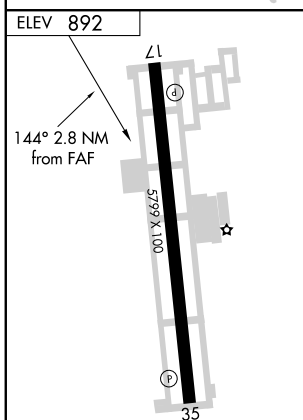
MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3  
118.325

TULSA APP CON  
124.0 338.3

UNICOM  
122.7 (CTAF)

SC-1. 17 DEC 2009 to 14 JAN 2010



REIL Rwy 35  
MIRL Rwy 17-35

|         |         |          |      |
|---------|---------|----------|------|
| SRE NDB | APP CRS | Rwy Idg  | 5000 |
| 278     | 162°    | TDZE     | 1024 |
|         |         | Apt Elev | 1024 |

NDB RWY 16

SEMINOLE MUNI (SRE)

**T** If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

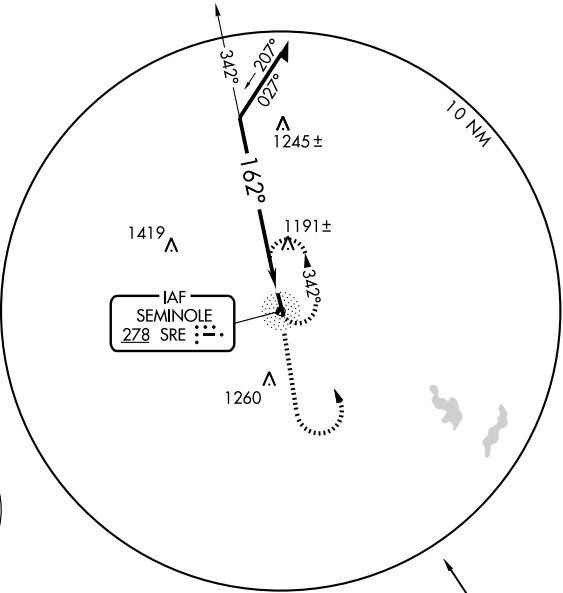
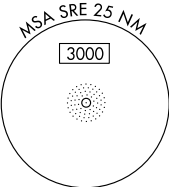
**A** NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

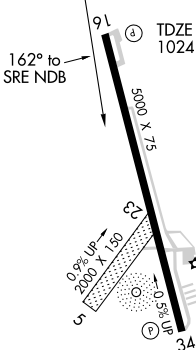
AWOS-3  
118.625

FORT WORTH CENTER  
132.2 338.35

UNICOM  
122.8 (CTAF) **0**



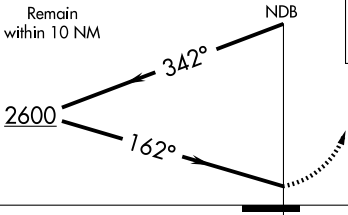
ELEV 1024



REIL Rwy 16-34  
MIRL Rwy 16-34 **0**

|         |    |    |     |     |     |
|---------|----|----|-----|-----|-----|
| Knots   | 60 | 90 | 120 | 150 | 180 |
| Min:Sec |    |    |     |     |     |

Remain within 10 NM



|      |      |     |
|------|------|-----|
| 2000 | 2600 | SRE |
| ↑    | ↶    | ○   |
|      |      | 278 |

| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| S-16     | 1660-1 | 636 (700-1) | 1660-1¾<br>636 (700-1¾) | NA |
| CIRCLING | 1660-1 | 636 (700-1) | 1660-1¾<br>636 (700-1¾) | NA |



APP CRS  
**160°**

Rwy Idg  
TDZE  
Apt Elev

**5000**  
**1024**  
**1024**

RNAV (GPS) RWY 16

SEMINOLE MUNI (SRE)



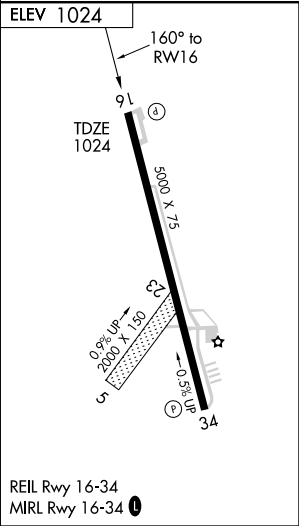
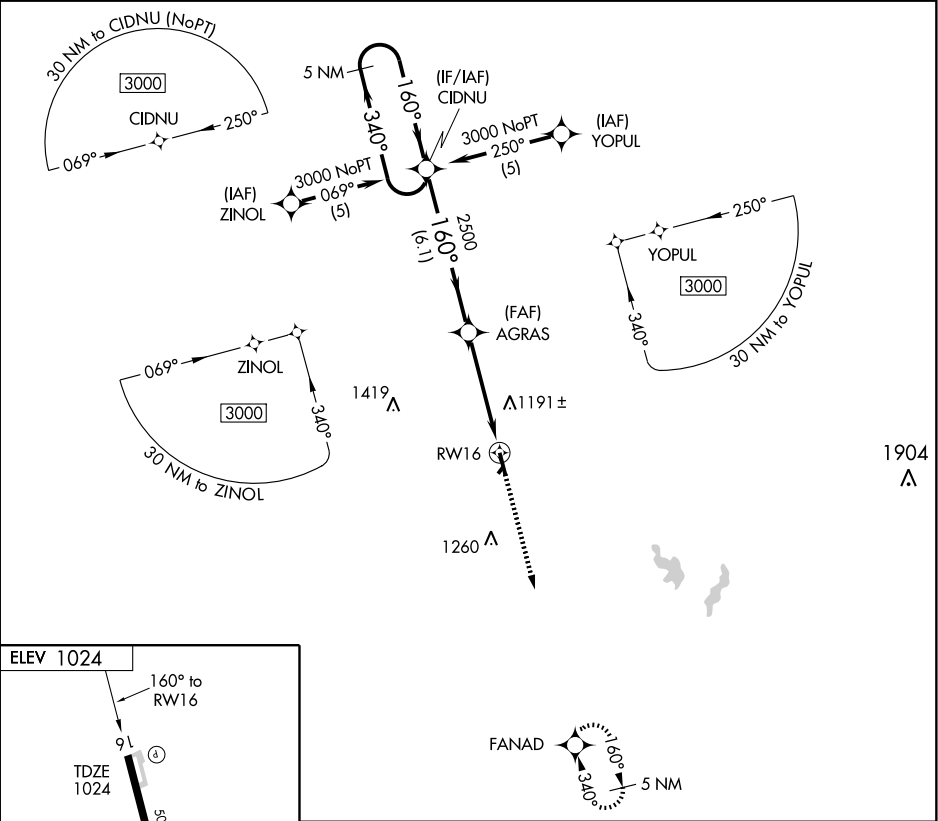
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3  
**118.625**

FORT WORTH CENTER  
**132.2 338.35**

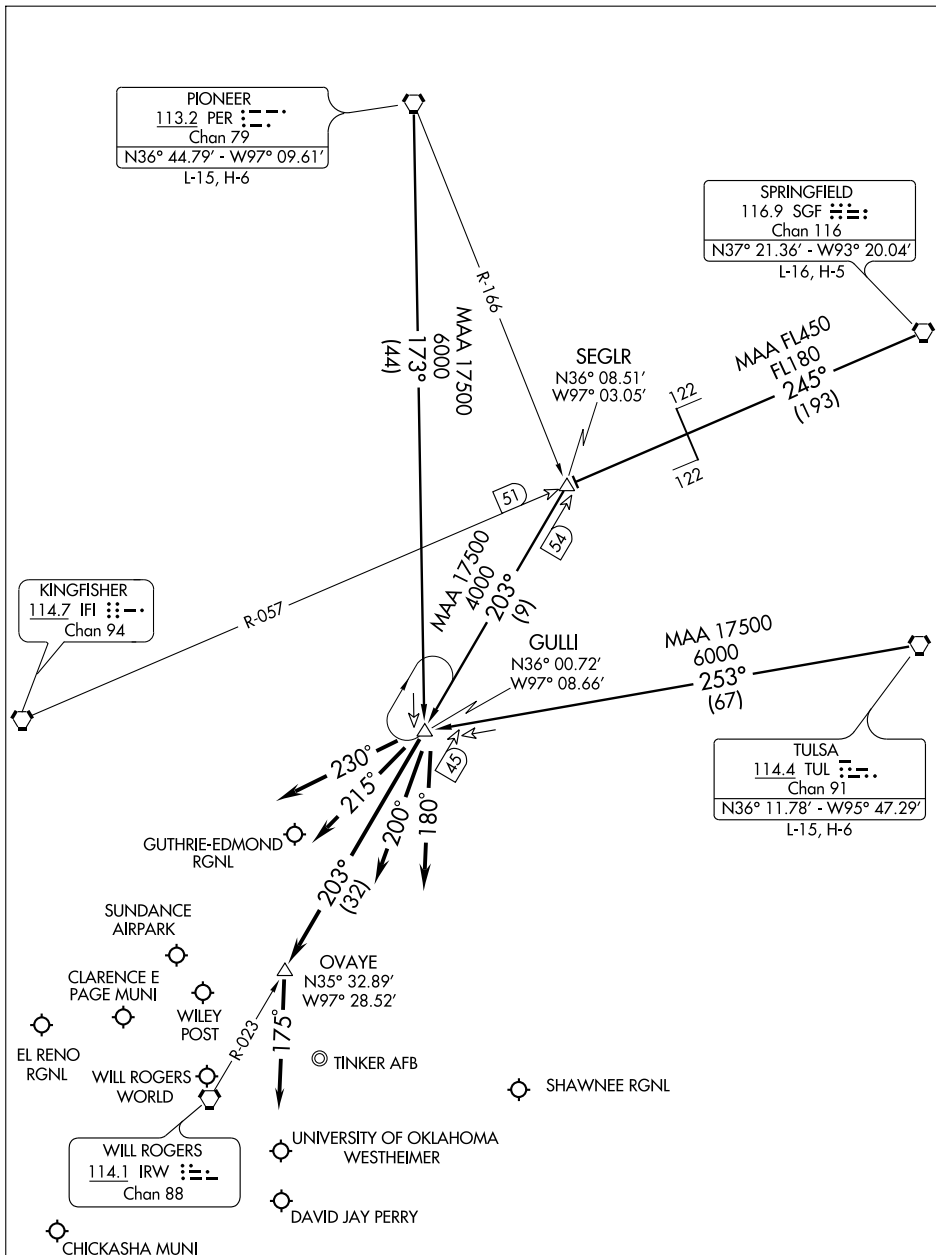
UNICOM  
**122.8 (CTAF) 0**



|   |        |             |                         |      |       |
|---|--------|-------------|-------------------------|------|-------|
| 5 NM Holding Pattern                    |        |             |                         | 3000 | FANAD |
| CIDNU                                   |        |             |                         | ↑    | ✧     |
| 3000 ← 340° 160° →                      |        |             |                         |      |       |
| AGRAS                                   |        |             |                         |      |       |
| 2500                                    |        |             |                         |      |       |
| RW16                                    |        |             |                         |      |       |
| VGSi and descent angles not coincident. |        |             |                         |      |       |
| 6.1 NM 4.4 NM                           |        |             |                         |      |       |
| CATEGORY                                | A      | B           | C                       | D    |       |
| RNAV MDA                                | 1500-1 | 476 (500-1) | 1500-1¼<br>476 (500-1¼) | NA   |       |
| CIRCLING                                | 1500-1 | 476 (500-1) | 1560-1½<br>536 (600-1½) | NA   |       |

## GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

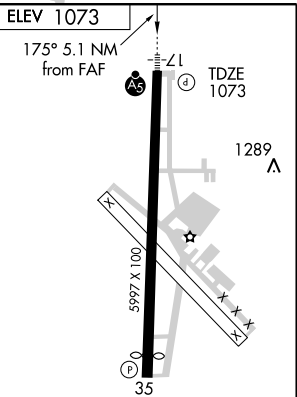
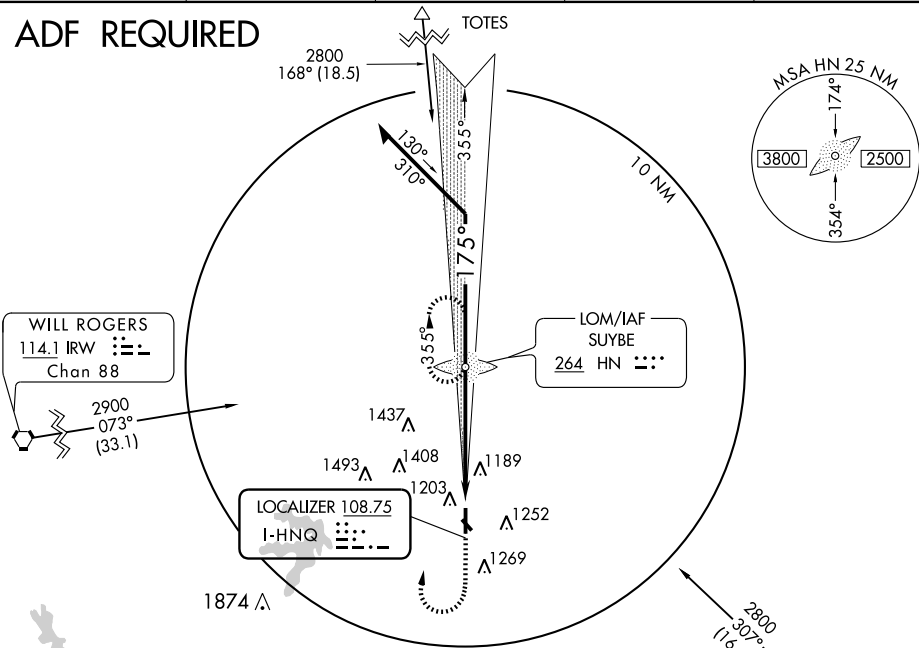
|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-HNQ | APP CRS | Rwy Idg  | 5997 |
| 108.75    | 175°    | TDZE     | 1073 |
|           |         | Apt Elev | 1073 |

ILS or LOC RWY 17  
SHAWNEE RGNL (SNL)

|      |  |           |  |
|------|--|-----------|--|
| ▲ NA | If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet. | MALSR<br> | MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct SUYBE LOM and hold. |
|------|--|-----------|--|

|                   |                                    |                                   |                |                          |
|-------------------|------------------------------------|-----------------------------------|----------------|--------------------------|
| AWOS-3<br>118.275 | OKE CITY APP CON<br>120.45 288.325 | FORT WORTH CENTER<br>132.2 338.35 | GCO<br>121.725 | UNICOM<br>122.7 (CTAF) 0 |
|-------------------|------------------------------------|-----------------------------------|----------------|--------------------------|

ADF REQUIRED



MIRL Rwy 17-35 0  
REIL Rws 17 and 35

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

|          |          |               |                               |      |                    |
|----------|----------|---------------|-------------------------------|------|--------------------|
|          | 1500     | 2800          | HN<br>                        | 264  |                    |
|          |          |               |                               |      |                    |
|          |          |               | LOM                           | 2758 | 355°               |
|          |          |               |                               |      | 175°               |
|          |          |               |                               |      | 2800               |
|          |          |               |                               |      | 2800               |
|          |          |               |                               |      | GS 3.00°<br>TCH 58 |
|          |          |               |                               |      | 5.1 NM             |
| CATEGORY | A        | B             | C                             | D    |                    |
| S-ILS 17 | 1273-1/2 | 200 (200-1/2) |                               | NA   |                    |
| S-LOC 17 | 1420-1/2 | 347 (400-1/2) |                               | NA   |                    |
| CIRCLING | 1600-1   | 527 (600-1)   | 1600-1 1/2<br>527 (600-1 1/2) | NA   |                    |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5997 |
| 175°    | TDZE     | 1073 |
|         | Apt Elev | 1073 |

# RNAV (GPS) RWY 17

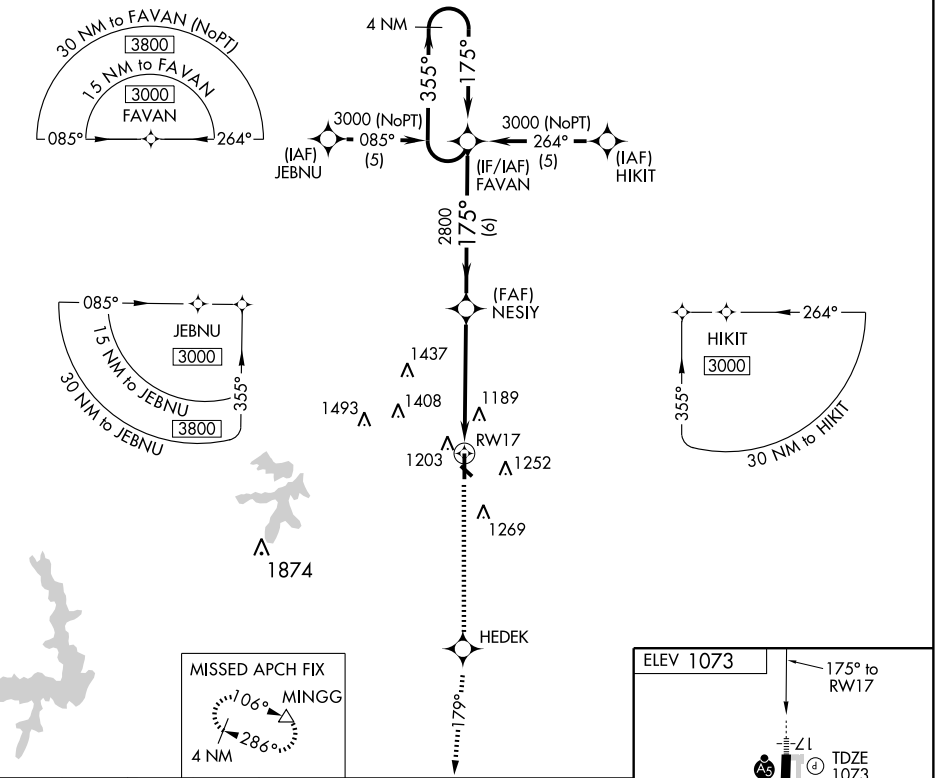
SHAWNEE RGNL (SNL)

**NA** If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV NA below -17C (+2F); Baro-VNAV NA when using Chandler Rgnl altimeter setting. VDP NA when using Chandler Rgnl altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

**MALSR**

**MISSED APPROACH:** Climb to 4000 direct HEDEK and via 179° track to MINGG and hold.

|                   |                                    |                                   |                |                                 |
|-------------------|------------------------------------|-----------------------------------|----------------|---------------------------------|
| AWOS-3<br>118.275 | OKE CITY APP CON<br>120.45 288.325 | FORT WORTH CENTER<br>132.2 338.35 | GCO<br>121.725 | UNICOM<br>122.7 (CTAF) <b>U</b> |
|-------------------|------------------------------------|-----------------------------------|----------------|---------------------------------|



4000

HEDEK

trk 179°

MINGG

FAVAN

4 NM Holding Pattern

355° → 3000

← 175°

2800

175°

NESIY

1.3 NM to RW17

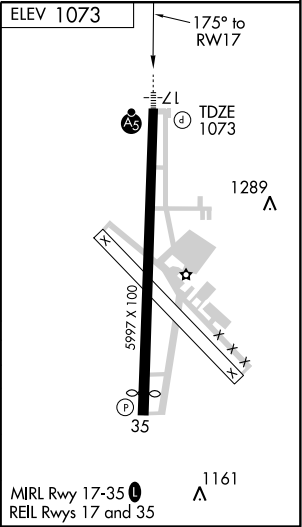
3.9 NM

6 NM

VGSI and descent angles not coincident.

GS 3.00° TCH 55

| CATEGORY      | A                          | B | C                          | D  |
|---------------|----------------------------|---|----------------------------|----|
| GLS PA DA     | NA                         |   |                            |    |
| RNAV/ VNAV DA | 1440-3/4 367 (400-3/4)     |   |                            | NA |
| RNAV MDA      | 1540-1/2 467 (500-1/2)     |   | 1540-3/4 467 (500-3/4)     | NA |
| CIRCLING      | 1600-1 1/4 527 (600-1 1/4) |   | 1600-1 1/2 527 (600-1 1/2) | NA |



GPS RWY 17  
STIGLER RGNL (GZL)

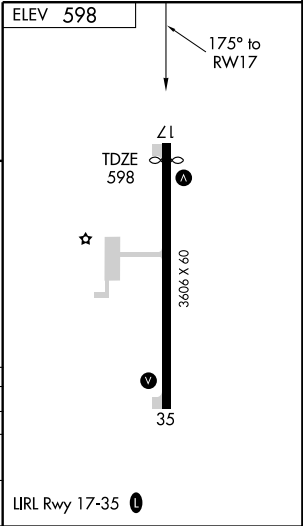
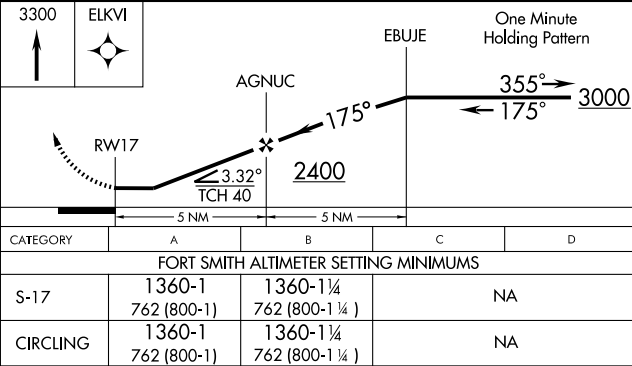
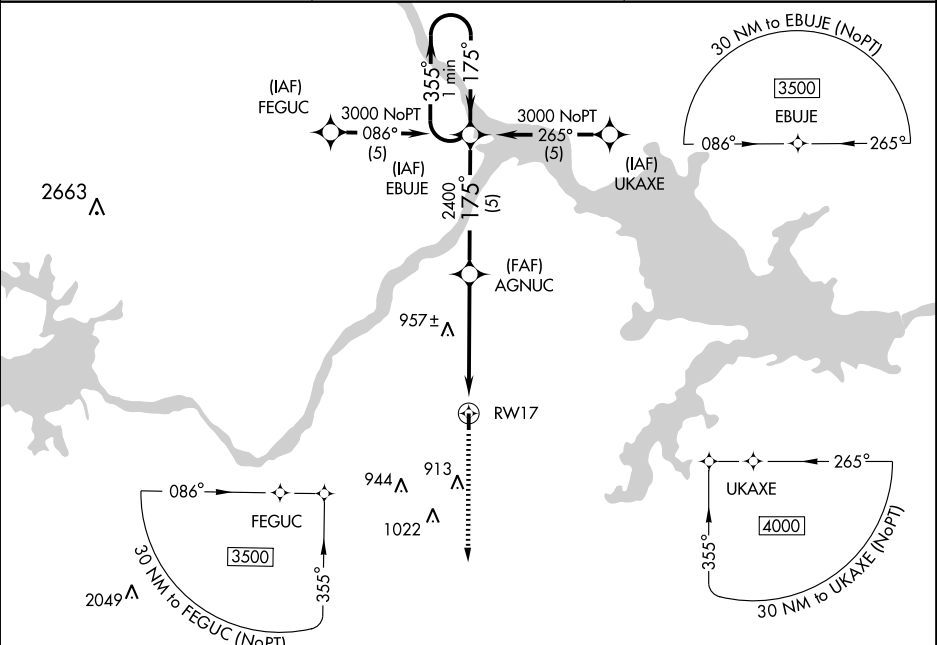
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3511 |
| 175°    | TDZE     | 598  |
|         | Apt Elev | 598  |

▲ NA

Use Fort Smith altimeter setting.

MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.

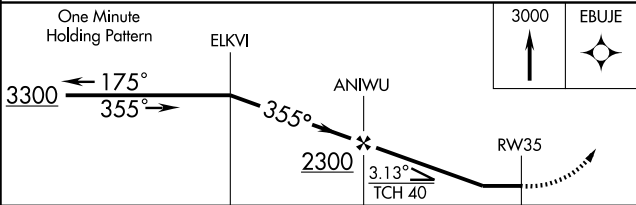
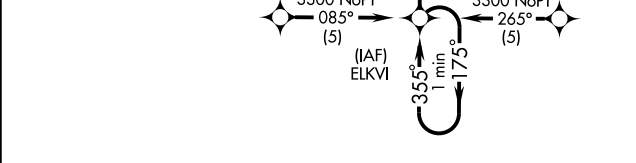
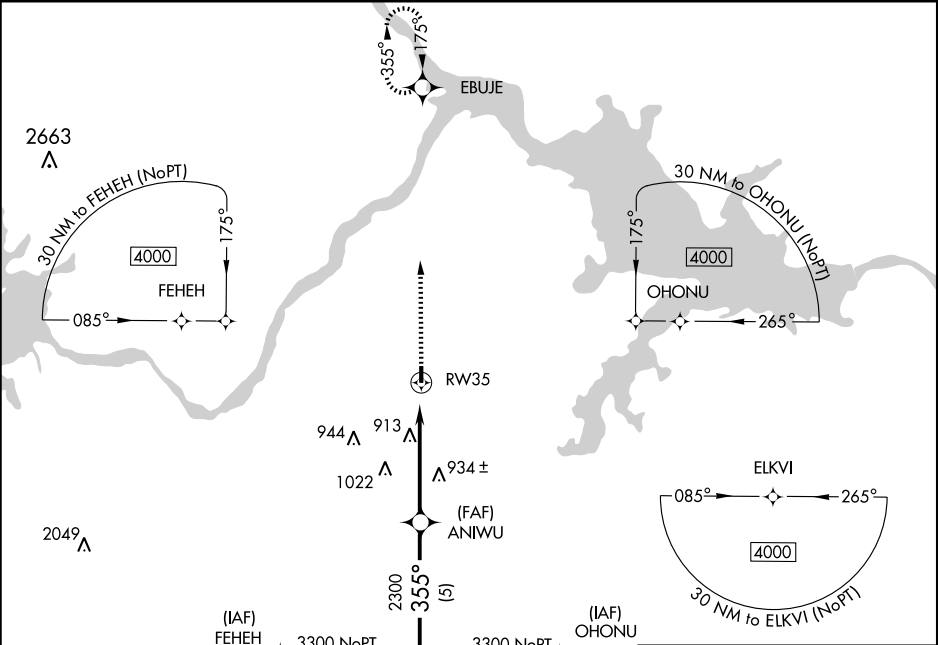
|                   |                                   |                 |
|-------------------|-----------------------------------|-----------------|
| AWOS-3<br>118.575 | FORT WORTH CENTER<br>132.2 338.35 | CTAF<br>122.9 0 |
|-------------------|-----------------------------------|-----------------|



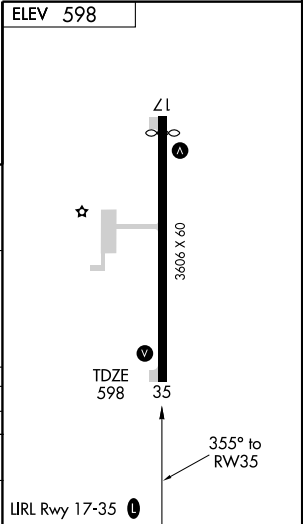
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3606 |
| 355°    | TDZE     | 598  |
|         | Apt Elev | 598  |

|    |                                   |  |
|----|-----------------------------------|--|
| NA | Use Fort Smith altimeter setting. | MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold. |
|----|-----------------------------------|--|

|                   |                                   |               |
|-------------------|-----------------------------------|---------------|
| AWOS-3<br>118.575 | FORT WORTH CENTER<br>132.2 338.35 | CTAF<br>122.9 |
|-------------------|-----------------------------------|---------------|



| FORT SMITH ALTIMETER SETTING MINIMUMS |                       |                            |    |
|---------------------------------------|-----------------------|----------------------------|----|
| S-35                                  | 1340-1<br>742 (800-1) | 1340-1 ¼<br>742 (800-1 ¼ ) | NA |
| CIRCLING                              | 1340-1<br>742 (800-1) | 1340-1 ¼<br>742 (800-1 ¼ ) | NA |



# AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)  
STILLWATER, OKLAHOMA

ASOS  
135.725  
STILLWATER TOWER ★  
125.35  
GND CON  
121.6

D

FIELD  
ELEV  
1000

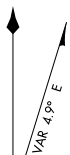
1

1033 ±

174.6°

RWY 4-22  
S34, D50  
RWY 17-35  
S100, D157, ST175, DT310

36°10' N



DECEMBER 2005  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
984

5002 X 75

219.6°

HANGAR

OSU FLIGHT  
DEPARTMENT  
HANGAR

HANGARS

FBO

36°09.5' N

FBO  
HANGAR

HANGAR

CONTROL TOWER/  
TERMINAL

★  
FIRE STATION

HANGAR

HANGARS

97°05.5' W

ELEV  
960

039.6°

0.5% UP

ELEV  
964

354.6°

0.5% UP

7401 X 100

97°05' W

36°09' N


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

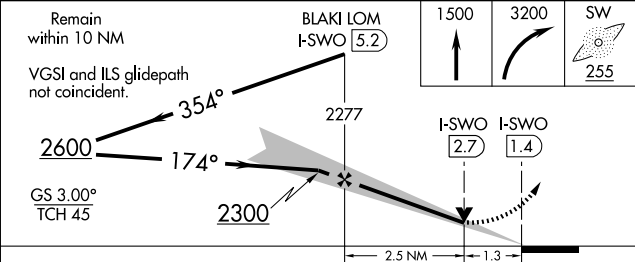
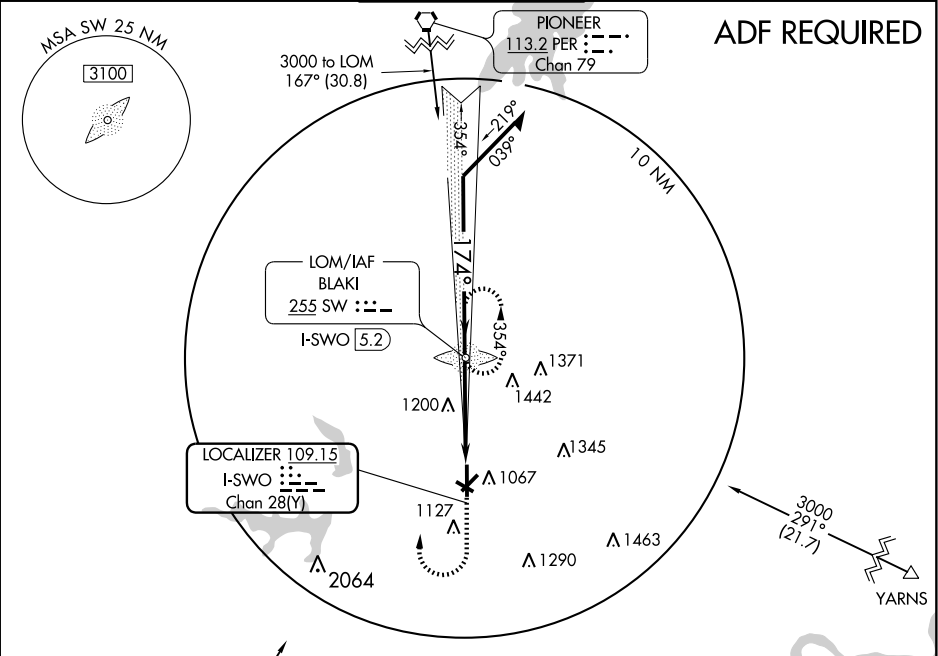
SC-1, 17 DEC 2009 to 14 JAN 2010

|                            |                        |                             |   |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-SWO<br><b>109.15</b> | APP CRS<br><b>174°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7401</b><br><b>1000</b><br><b>1000</b> |
| Chan <b>28(Y)</b>          |                        |                             |   |

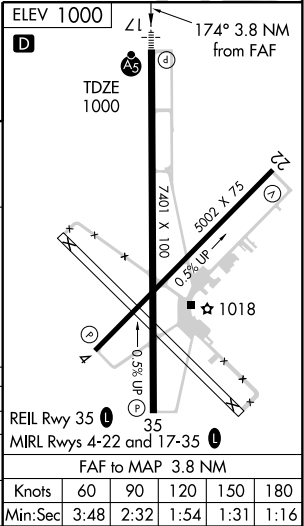
ILS or LOC RWY 17  
STILLWATER RGNL (SWO)

|  |  |  |
|--|--|--|
| <b>A</b> If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. | MALSR<br> | MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold. |
|--|--|--|

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>135.725</b> | KANSAS CITY CENTER<br><b>128.3 291.7</b> | STILLWATER TOWER ★<br><b>125.35</b> (CTAF)  | GND CON<br><b>121.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



| CATEGORY | A      | B           | C                       | D                     |
|----------|--------|-------------|-------------------------|-----------------------|
| S-ILS 17 |        | 1200-½      | 200 (200-½)             |                       |
| S-LOC 17 | 1460-½ | 460 (500-½) | 1460-¾<br>460 (500-¾)   | 1460-1<br>460 (500-1) |
| CIRCLING | 1460-1 | 460 (500-1) | 1460-1½<br>460 (500-1½) | 1560-2<br>560 (600-2) |

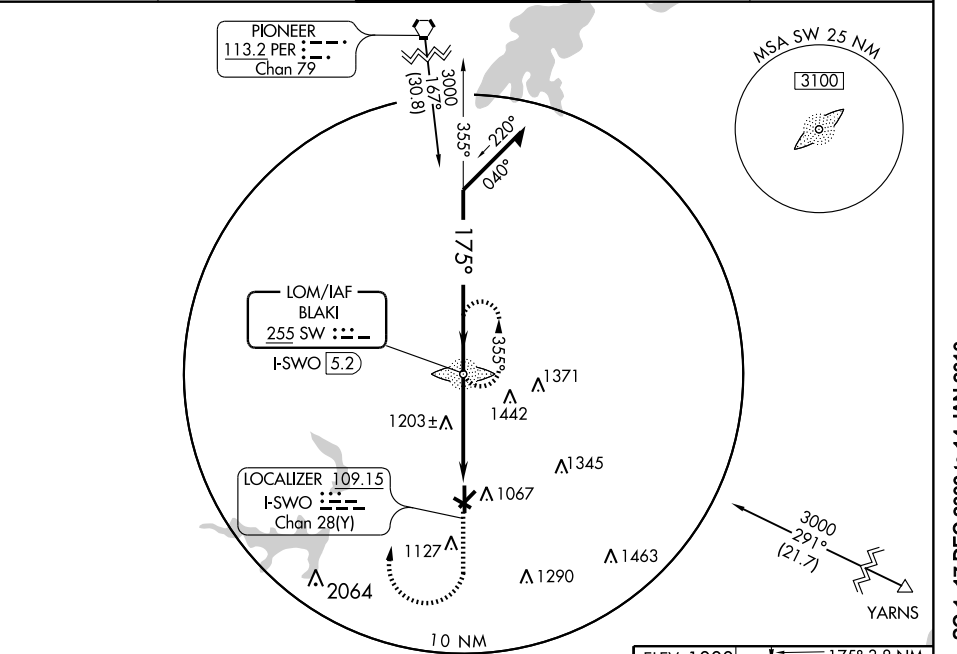


⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet.

MALSR  
A5

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct SW LOM and hold.

|                 |                                   |                                       |                  |                  |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|
| ASOS<br>135.725 | KANSAS CITY CENTER<br>128.3 291.7 | STILLWATER TOWER ★<br>125.35 (CTAF) 1 | GND CON<br>121.6 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|



1700 2600 SW

BLAKI LOM I-SWO 5.2

Remain within 10 NM

I-SWO 1.4

3.08° TCH 48

2300 2600

3.8 NM

| CATEGORY | A                      | B | C                          | D                          |
|----------|------------------------|---|----------------------------|----------------------------|
| S-17     | 1520-3/4 520 (600-3/4) |   | 1520-1 520 (600-1)         | 1520-1 1/2 520 (600-1 1/2) |
| CIRCLING | 1520-1 520 (600-1)     |   | 1520-1 1/2 520 (600-1 1/2) | 1560-2 560 (600-2)         |

ELEV 1000

TDZE 1000

175° 3.8 NM from FAF

REIL Rwy 35 35

MIRL Rwy 4-22 and 17-35


FAF to MAP 3.8 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

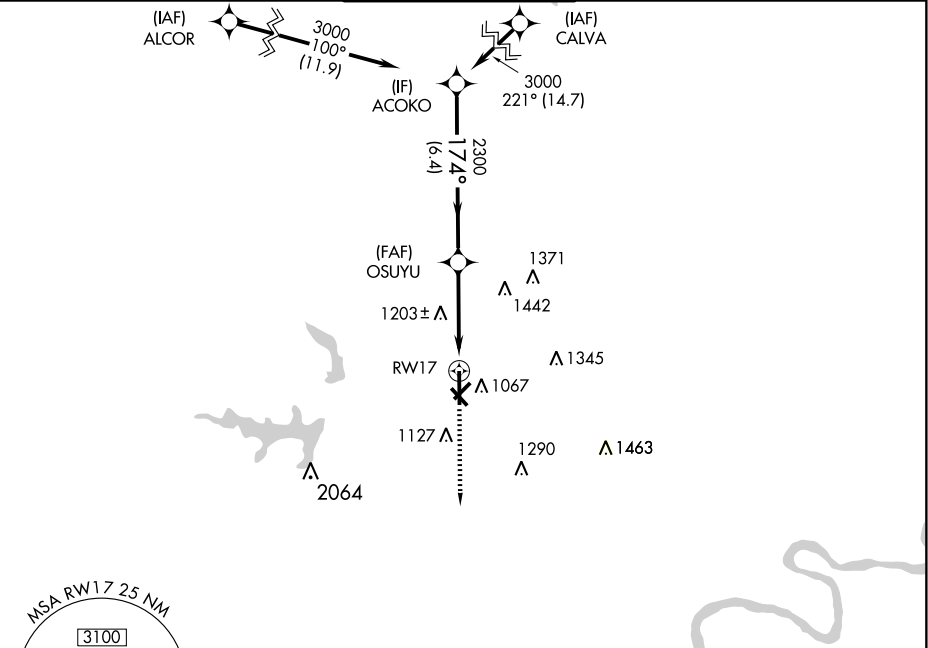
SC-1.17 DEC 2009 to 14 JAN 2010

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90108</b><br><b>W17A</b> | APP CRS<br><b>174°</b> | Rwy Idg <b>7401</b><br>TDZE <b>1000</b><br>Apt Elev <b>1000</b> |
|--|------------------------|---|

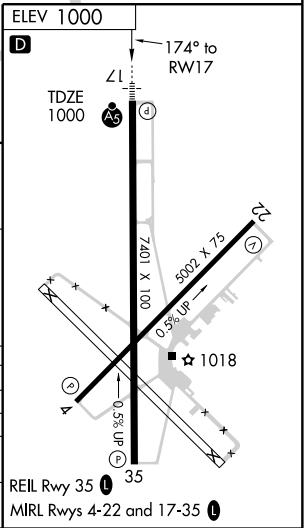
RNAV (GPS) RWY 17  
STILLWATER RGNL (SWO)

|   |  |  |
|---|--|--|
| <b>▲</b> If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. | MALSR<br> | MISSED APPROACH:<br>Climb to 3000 direct<br>ESCOM WP and hold. |
|---|--|--|

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>135.725</b> | KANSAS CITY CENTER<br><b>128.3 291.7</b> | STILLWATER TOWER ★<br><b>125.35 (CTAF) 0</b> | GND CON<br><b>121.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



|  |        |             |                       |                       |
|--|--------|-------------|-----------------------|-----------------------|
| Procedure<br>Turn NA                     | ACOKO  | OSUYU       | 3000                  | ESCOM                 |
| VGS and LPV glidepath<br>not coincident. |        |             |                       |                       |
| GS 3.00°<br>TCH 45                       |        |             |                       |                       |
| CATEGORY                                 | A      | B           | C                     | D                     |
| LPV DA                                   |        | 1250-½      | 250 (300-½)           |                       |
| RNAV/VNAV DA                             |        | 1420-1      | 420 (500-1)           |                       |
| RNAV MDA                                 | 1480-½ | 480 (500-½) | 1480-¾<br>480 (500-¾) | 1480-1<br>480 (500-1) |
| CIRCLING                                 |        | 1480-1½     | 480 (500-1½)          | 1560-2<br>560 (600-2) |



STILLWATER, OKLAHOMA

APP CRS

354°

Rwy Idg

7401

TDZE

964

Apt Elev

1000

AL-5151 (FAA)

RNAV (GPS) RWY 35

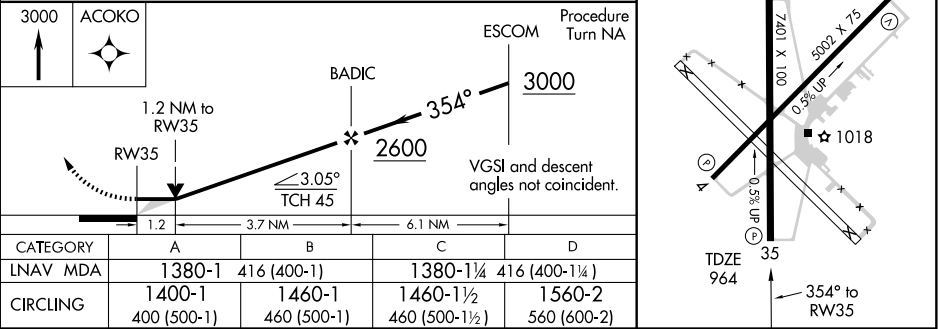
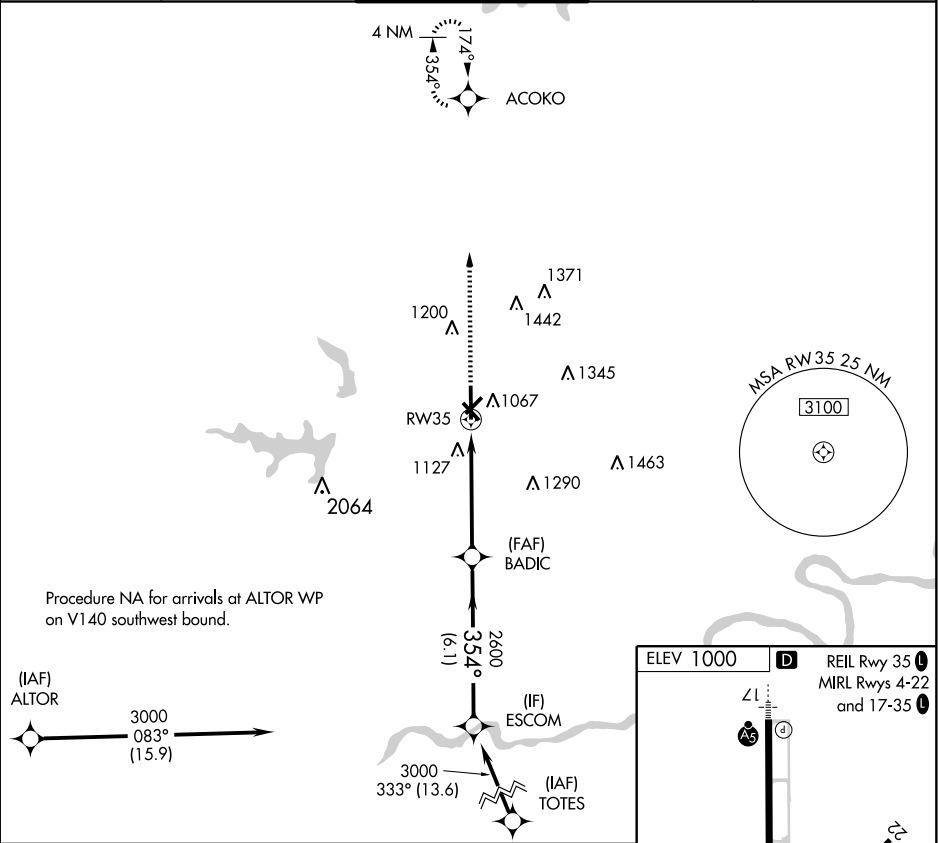
STILLWATER RGNL (SWO)

▲

If local altimeter setting not received, use Ponca City Rgnl  
 alimeter setting and increase all MDAs 80 feet. VDP NA with  
 Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000  
 direct ACOKO WP and hold.

|                 |                                   |                                       |                  |                  |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|
| ASOS<br>135.725 | KANSAS CITY CENTER<br>128.3 291.7 | STILLWATER TOWER ★<br>125.35 (CTAF) 0 | GND CON<br>121.6 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|



▲

If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

|                 |                                   |                                       |                  |                  |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|
| ASOS<br>135.725 | KANSAS CITY CENTER<br>128.3 291.7 | STILLWATER TOWER ★<br>125.35 (CTAF) 0 | GND CON<br>121.6 | UNICOM<br>122.95 |
|-----------------|-----------------------------------|---------------------------------------|------------------|------------------|

| CATEGORY | A                     | B                     | C                       | D                     |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| S-35     | 1380-1                | 416 (400-1)           | 1380-1¼                 | 416 (400-1¼)          |
| CIRCLING | 1400-1<br>400 (500-1) | 1460-1<br>460 (500-1) | 1460-1½<br>460 (500-1½) | 1560-2<br>560 (600-2) |

SC-1, 17 DEC 2009 to 14 JAN 2010

# VOR RWY 17

## STILLWATER RGNL (SWO)

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VOR/DME SWO<br><b>108.4</b><br>Chan <b>21</b> | APP CRS<br><b>178°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7401</b><br><b>1000</b><br><b>1000</b> |
|---|------------------------|-----------------------------|---|



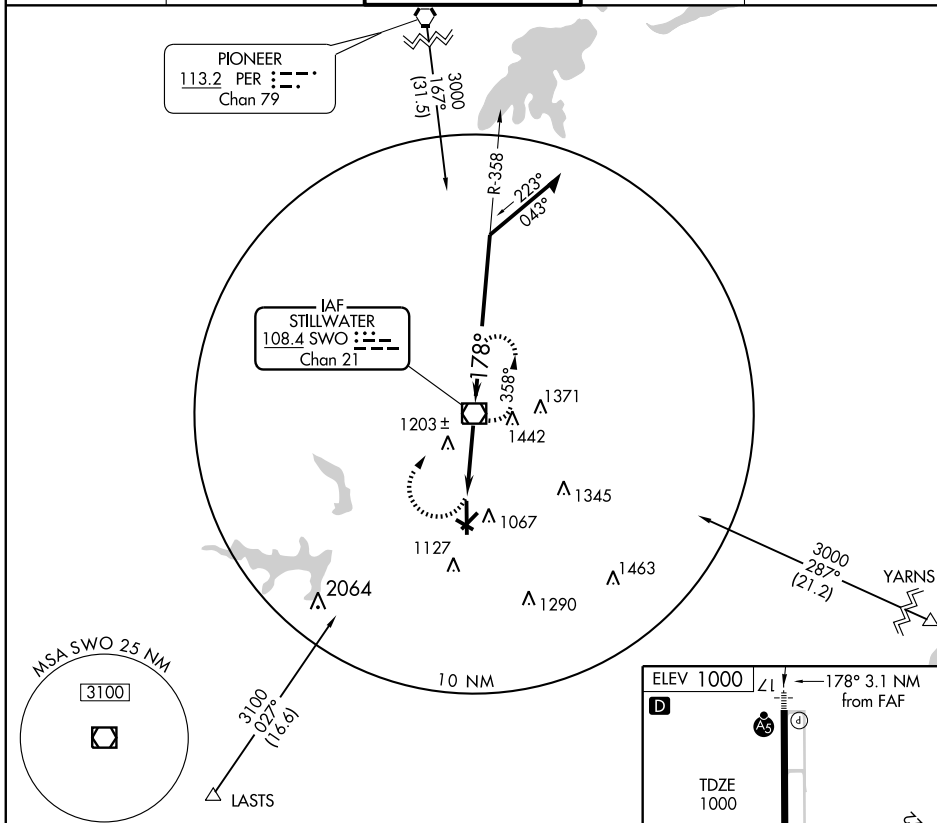
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP NA with Ponca City altimeter setting. For inoperative MALS R increase S-17 Cats A/B visibility to 1 mile.

MALSR

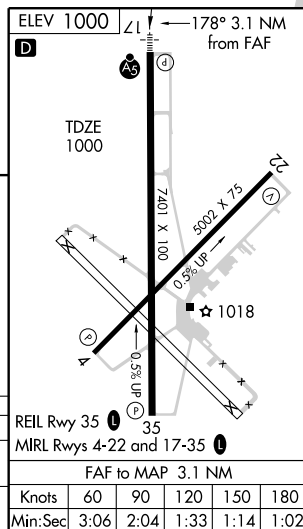




MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS<br><b>135.725</b> | KANSAS CITY CENTER<br><b>128.3 291.7</b> | STILLWATER TOWER ★<br><b>125.35</b> (CTAF) <b>0</b> | GND CON<br><b>121.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|



| 2600       | SWO<br>108.4 | VOR/DME       | 358°                          | 2600                  | Remain within 10 NM |
|------------|--------------|---------------|-------------------------------|-----------------------|---------------------|
| SWO<br>1.8 | SWO<br>3.1   | 318°          | 178°                          | 2100                  |                     |
| 1.3        | 1.8 NM       | TCH 48        |                               |                       |                     |
| CATEGORY   | A            | B             | C                             | D                     |                     |
| S-17       | 1460-3/4     | 460 (500-3/4) |                               | 1460-1<br>460 (500-1) |                     |
| CIRCLING   | 1460-1       | 460 (500-1)   | 1460-1 1/2<br>460 (500-1 1/2) | 1560-2<br>560 (600-2) |                     |



REIL Rwy 35  35  
MIRL Rwy 4-22 and 17-35 

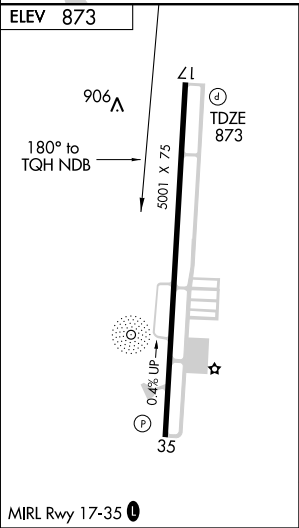
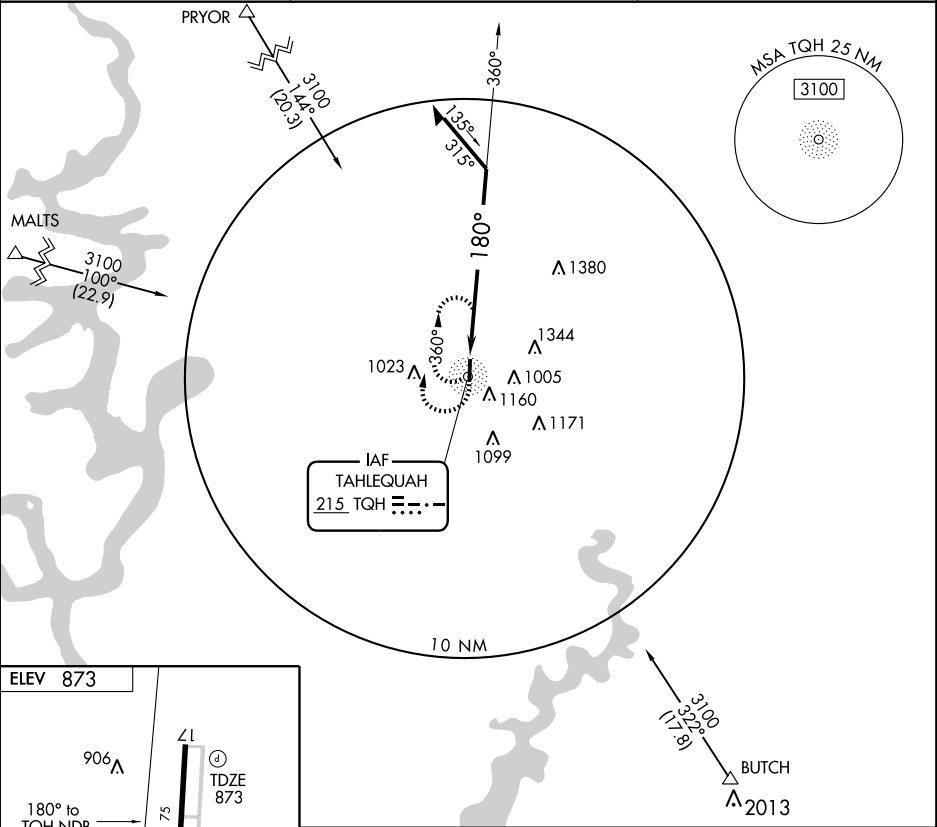
|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.1 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

|                       |                        |                             |   |
|-----------------------|------------------------|-----------------------------|---|
| NDB TQH<br><u>215</u> | APP CRS<br><b>180°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>873</b><br><b>873</b> |
|-----------------------|------------------------|-----------------------------|---|

NDB RWY 17  
TAHLEQUAH MUNI (TQH)

|        |  |
|--------|--|
| <br>NA | MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern. |
|--------|--|

|                          |                                      |                               |
|--------------------------|--------------------------------------|-------------------------------|
| AWOS-3<br><b>118.425</b> | MEMPHIS CENTER<br><b>126.1 269.0</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|--------------------------------------|-------------------------------|



| 3100  TQH <u>215</u> | <br>NDB<br>Remain within 10 NM<br>360°<br>3100<br>180° |                         |                         |    |
|----------------------|--|-------------------------|-------------------------|----|
| CATEGORY             | A  | B                       | C                       | D  |
| S-17                 | 1660-1<br>787 (800-1)                                  | 1660-1¼<br>787 (800-1¼) | 1660-2¼<br>787 (800-1¼) | NA |
| CIRCLING             | 1660-1<br>787 (800-1)                                  | 1660-1¼<br>787 (800-1¼) | 1660-2¼<br>787 (800-1¼) | NA |

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 177°    | TDZE     | 874  |
|         | Apt Elev | 874  |

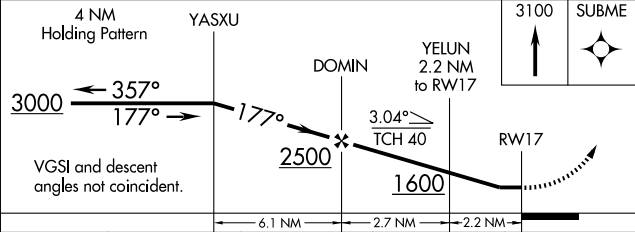
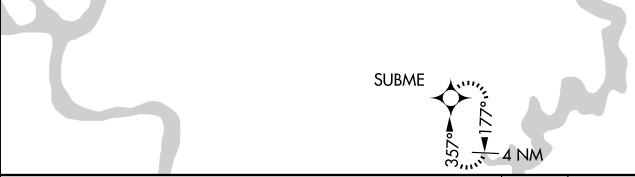
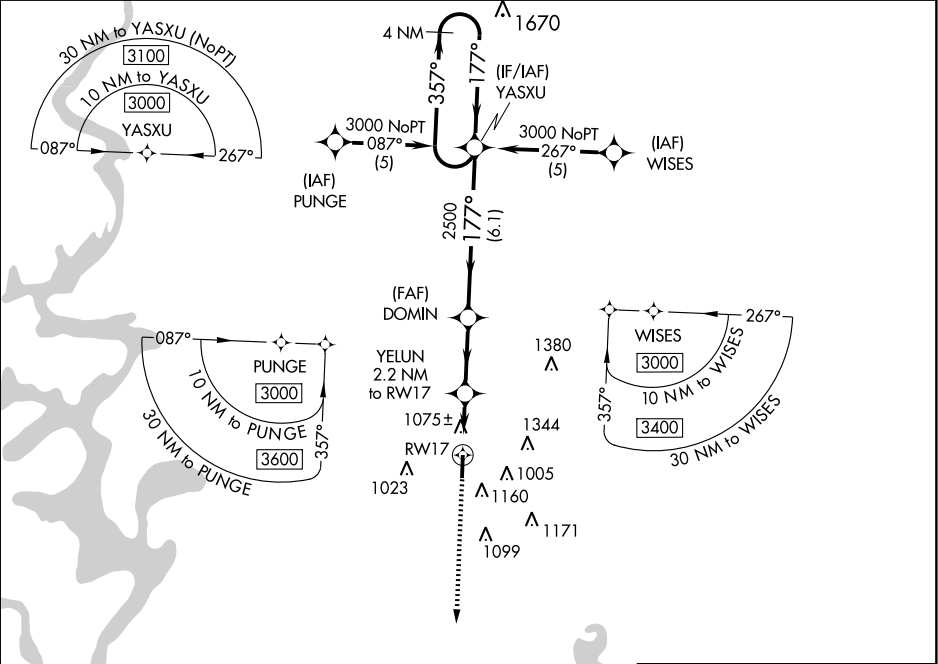
# RNAV (GPS) RWY 17

TAHLEQUAH MUNI (TQH)

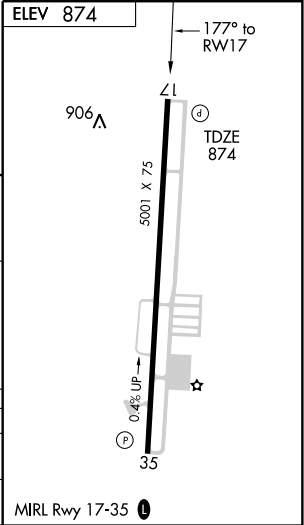
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

**⚠** MISSED APPROACH: Climb to 3100 direct SUBME and hold.

|                   |                               |                                 |
|-------------------|-------------------------------|---------------------------------|
| AWOS-3<br>118.425 | MEMPHIS CENTER<br>126.1 269.0 | UNICOM<br>122.8 (CTAF) <b>①</b> |
|-------------------|-------------------------------|---------------------------------|



| CATEGORY | A                  | B | C                    | D  |
|----------|--------------------|---|----------------------|----|
| LNAV MDA | 1380-1 506 (600-1) |   | 1380-1½ 506 (600-1½) | NA |
| CIRCLING | 1520-1 646 (700-1) |   | 1520-1¾ 646 (700-1¾) | NA |

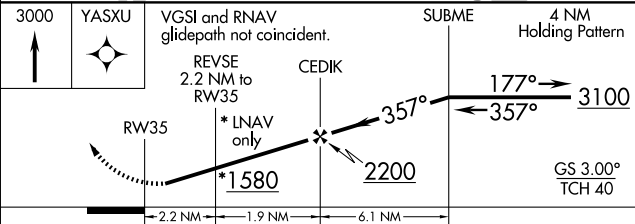
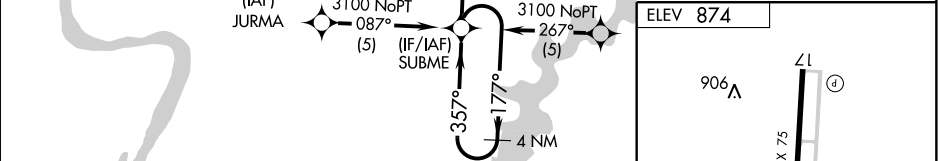
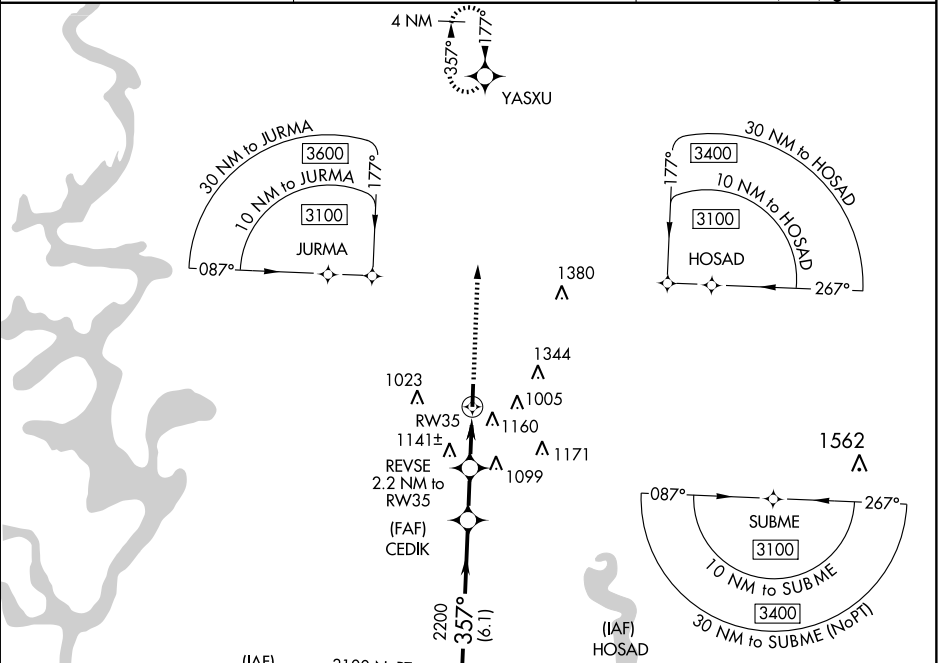


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90207</b><br><b>W35A</b> | APP CRS<br><b>357°</b> | Rwy ldg <b>5001</b><br>TDZE <b>874</b><br>Apt Elev <b>874</b> |
|--|------------------------|---|

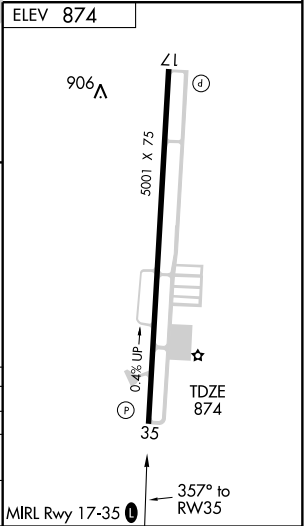
RNAV (GPS) RWY 35  
TAHLEQUAH MUNI (TQH)

|  |  |
|--|--|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.</p> | <p>MISSED APPROACH: Climb to 3000 direct YASXU and hold.</p> |
|--|--|

|                          |                                      |                                 |
|--------------------------|--------------------------------------|---------------------------------|
| AWOS-3<br><b>118.425</b> | MEMPHIS CENTER<br><b>126.1 269.0</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------|---------------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LPV DA   | 1124-1 | 250 (300-1) |                         | NA |
| LNAV MDA | 1400-1 | 526 (600-1) | 1400-1½<br>526 (600-1½) | NA |
| CIRCLING | 1520-1 | 646 (700-1) | 1520-1¾<br>646 (700-1¾) | NA |





|            |         |          |      |
|------------|---------|----------|------|
| VORTAC HBR | APP CRS | Rwy Idg  | 3062 |
| 111.8      | 183°    | TDZE     | 1248 |
| Chan 55    |         | Apt Elev | 1248 |

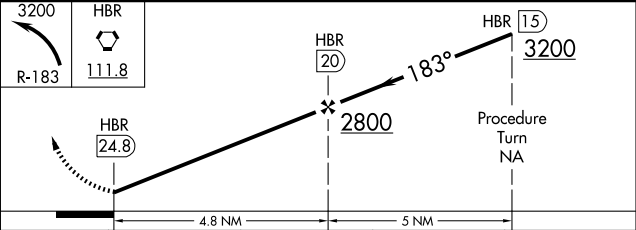
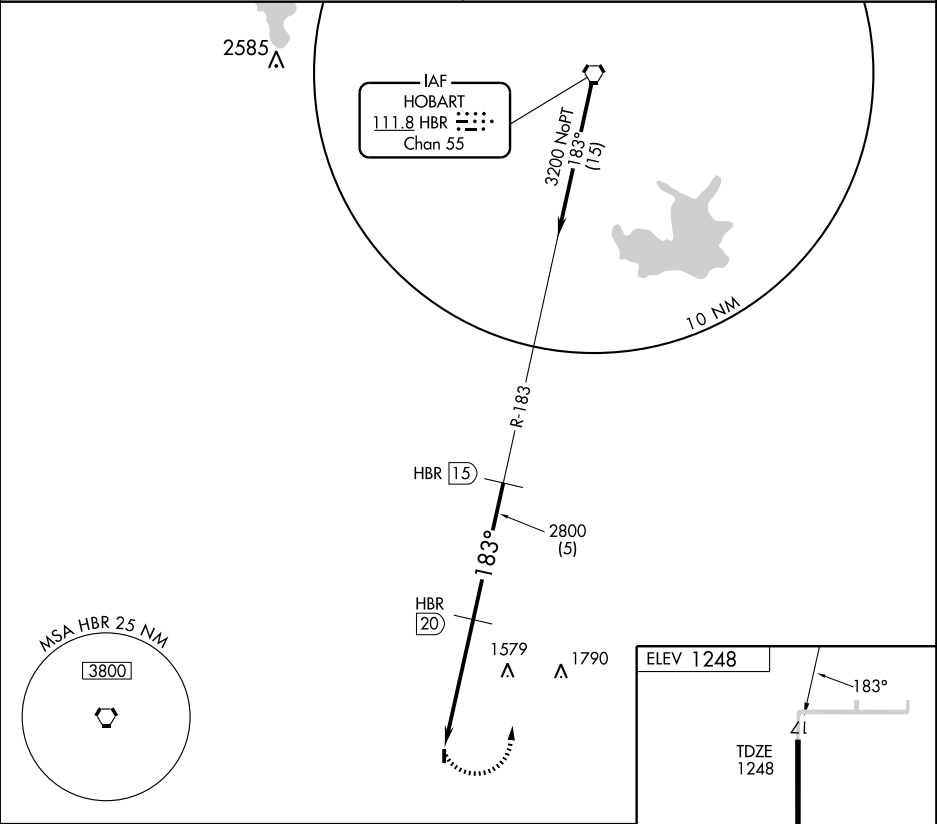
VOR/DME RWY 17

TIPTON MUNI (108)

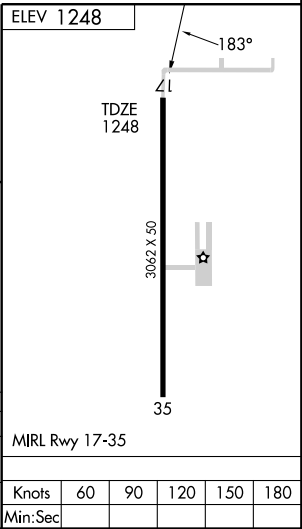
▲ NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

|                 |       |
|-----------------|-------|
| ALTUS APP CON ★ | CTAF  |
| 125.1 257.725   | 122.9 |

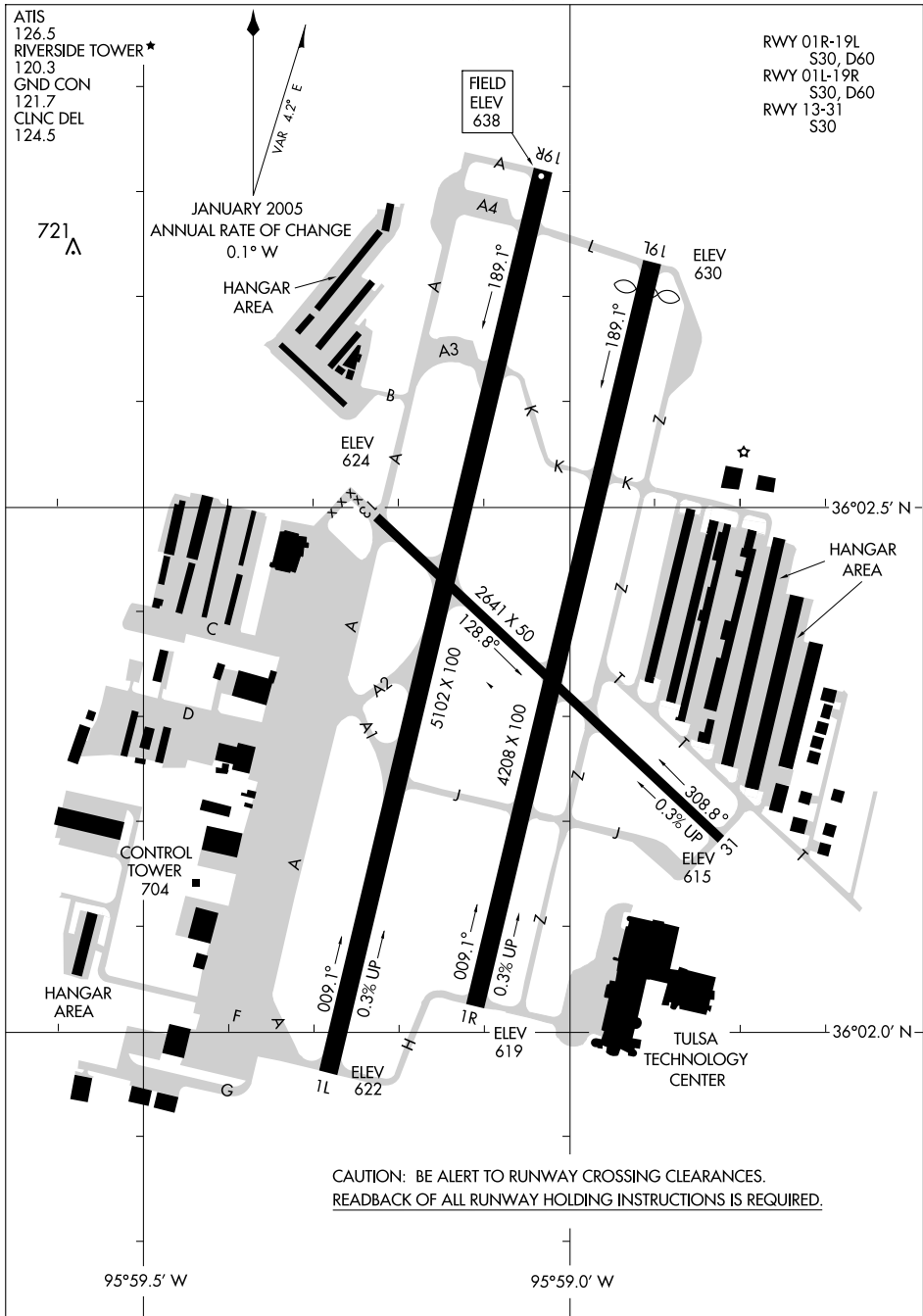


| CATEGORY | A                     | B                       | C  | D |
|----------|-----------------------|-------------------------|----|---|
| S-17     | 2000-1<br>752 (800-1) | 2000-1¼<br>752 (800-1¼) | NA |   |
| CIRCLING | 2000-1<br>752 (800-1) | 2000-1¼<br>752 (800-1¼) | NA |   |



## AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA

| LOC I-RVS     | APP CRS     | Rwy 1L Idg | 5102       | Rwy 1R Idg | 4208       |
|---------------|-------------|------------|------------|------------|------------|
| <b>109.95</b> | <b>007°</b> | TDZE       | <b>626</b> | TDZE       | <b>624</b> |
|               |             | Apt Elev   | <b>638</b> | Apt Elev   | <b>638</b> |

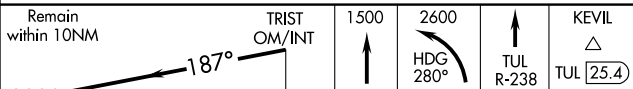
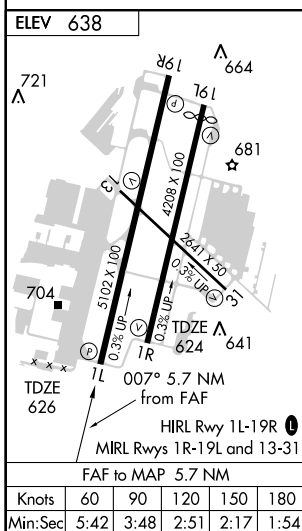
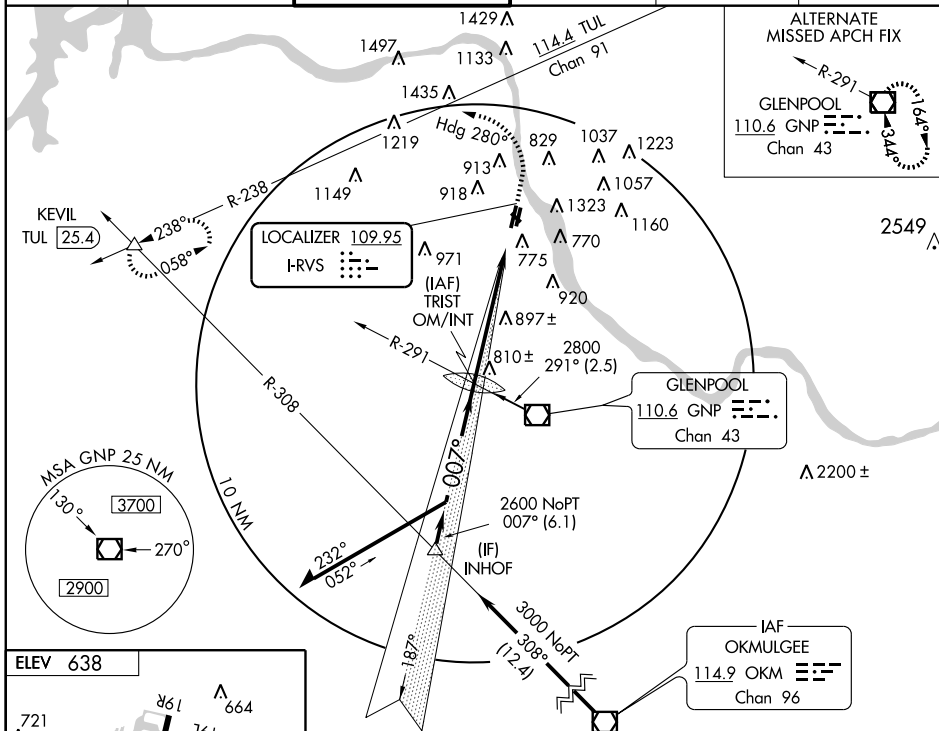
# ILS or LOC RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (R.VS)

- ▼** Circling NA northeast of Rwy 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.
- ▲**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

| ATIS         | TULSA APP CON | RIVERSIDE TOWER ★     | GND CON      | CLNC DEL     | UNICOM        |
|--------------|---------------|-----------------------|--------------|--------------|---------------|
| <b>126.5</b> | <b>119.85</b> | <b>120.3 (CTAF) 0</b> | <b>121.7</b> | <b>124.5</b> | <b>122.95</b> |



VGSI and ILS glidepath not coincident.

GS 3.00°  
TCH 40

| CATEGORY        | A                  | B   | C   | D                  |
|-----------------|--------------------|---|---|--------------------|
| S-ILS 1L        | 826- $\frac{3}{4}$ | 200 (200- $\frac{3}{4}$ )                       |   |                    |
| S-LOC 1L        | 1120-1 494 (500-1) | 1120-1 $\frac{1}{4}$ 494 (500-1 $\frac{1}{4}$ ) | 1120-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$ ) |                    |
| SIDESTEP RWY 1R | 1200-1 576 (600-1) | 1200-1 $\frac{1}{2}$ 576 (600-1 $\frac{1}{2}$ ) | 1200-2 576 (600-2)                              |                    |
| CIRCLING        | 1260-1 622 (700-1) | 1280-1 642 (700-1)                              | 1280-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$ ) | 1280-2 642 (700-2) |

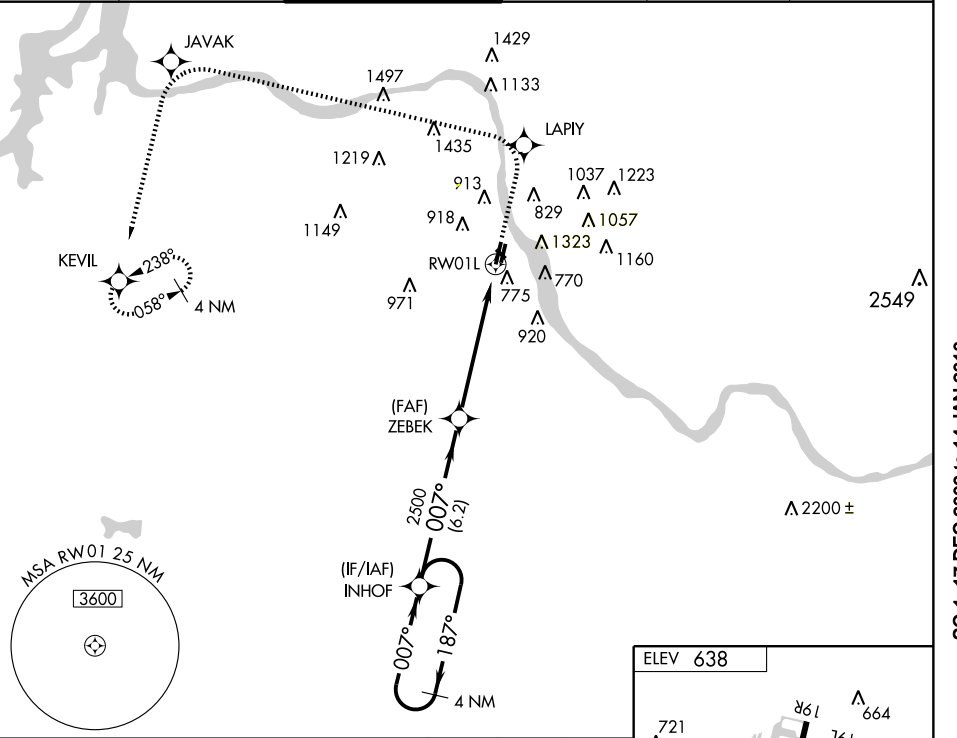
▼

▲

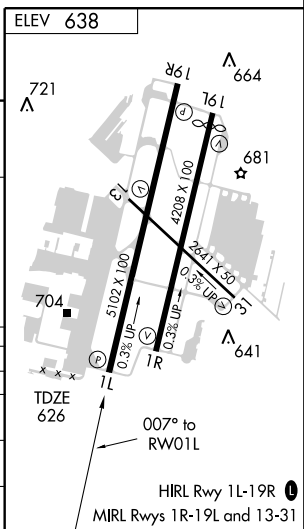
DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L.

MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

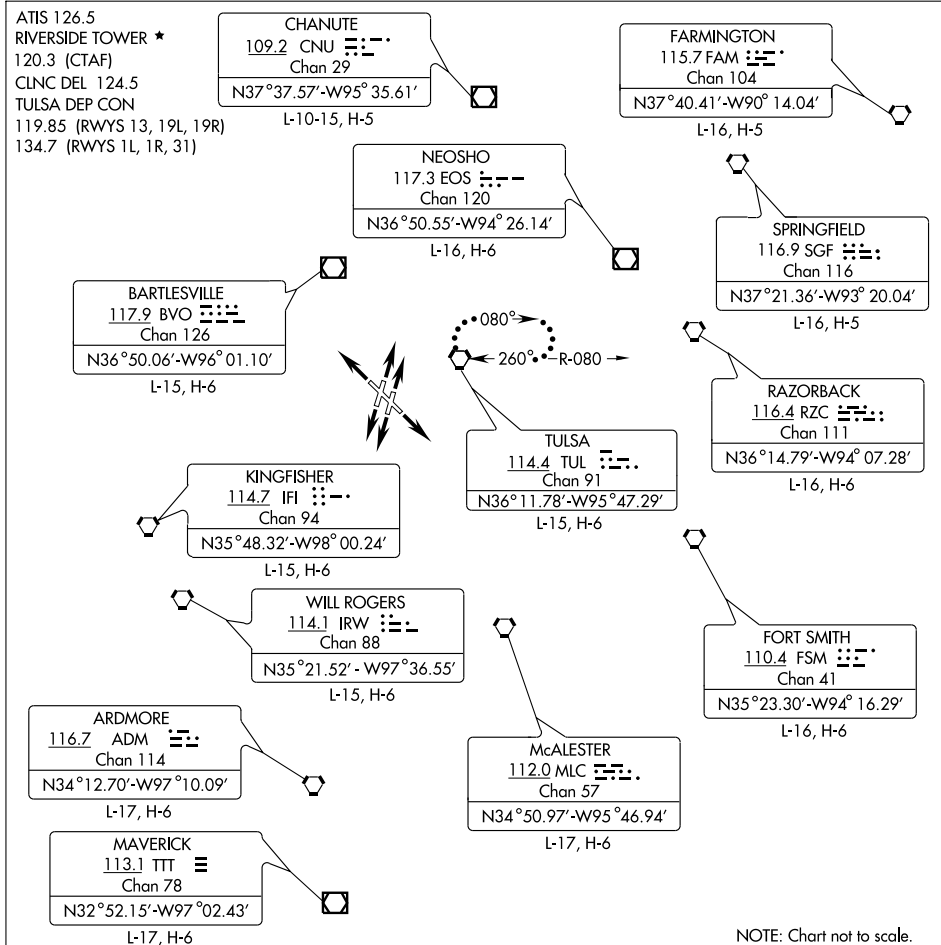
|               |                         |                                     |                  |                   |                  |
|---------------|-------------------------|-------------------------------------|------------------|-------------------|------------------|
| ATIS<br>126.5 | TULSA APP CON<br>119.85 | RIVERSIDE TOWER ★<br>120.3 (CTAF) 0 | GND CON<br>121.7 | CLNC DEL<br>124.5 | UNICOM<br>122.95 |
|---------------|-------------------------|-------------------------------------|------------------|-------------------|------------------|



|   |                       |                       |                         |                         |       |
|---|-----------------------|-----------------------|-------------------------|-------------------------|-------|
| 4 NM Holding Pattern                    |                       | 2600                  | LAPIY                   | JAVAK                   | KEVIL |
| INHOF                                   |                       | ↑                     | ★                       | ★                       | ★     |
| 2800 ← 187°                             |                       | 007° →                | TRK 277°                | TRK 187°                |       |
| VGS1 and RNAV glidepath not coincident. |                       |                       |                         |                         |       |
| GS 3.00°                                |                       |                       |                         |                         |       |
| TCH 40                                  |                       |                       |                         |                         |       |
|   |                       | 6.2 NM                | 3.9 NM                  | 1.8 NM                  |       |
| CATEGORY                                | A                     | B                     | C                       | D                       |       |
| LPV DA                                  | 930-1                 |                       | 304 (300-1)             |                         |       |
| LNAV/VNAV DA                            | NA                    |                       |                         |                         |       |
| LNAV MDA                                | 1220-1                | 594 (600-1)           | 1220-1½<br>594 (600-1½) | 1220-1¾<br>594 (600-1¾) |       |
| CIRCLING                                | 1260-1<br>622 (700-1) | 1280-1<br>642 (700-1) | 1280-1½<br>642 (700-1½) | 1280-2<br>642 (700-2)   |       |



## TULSA FIVE DEPARTURE



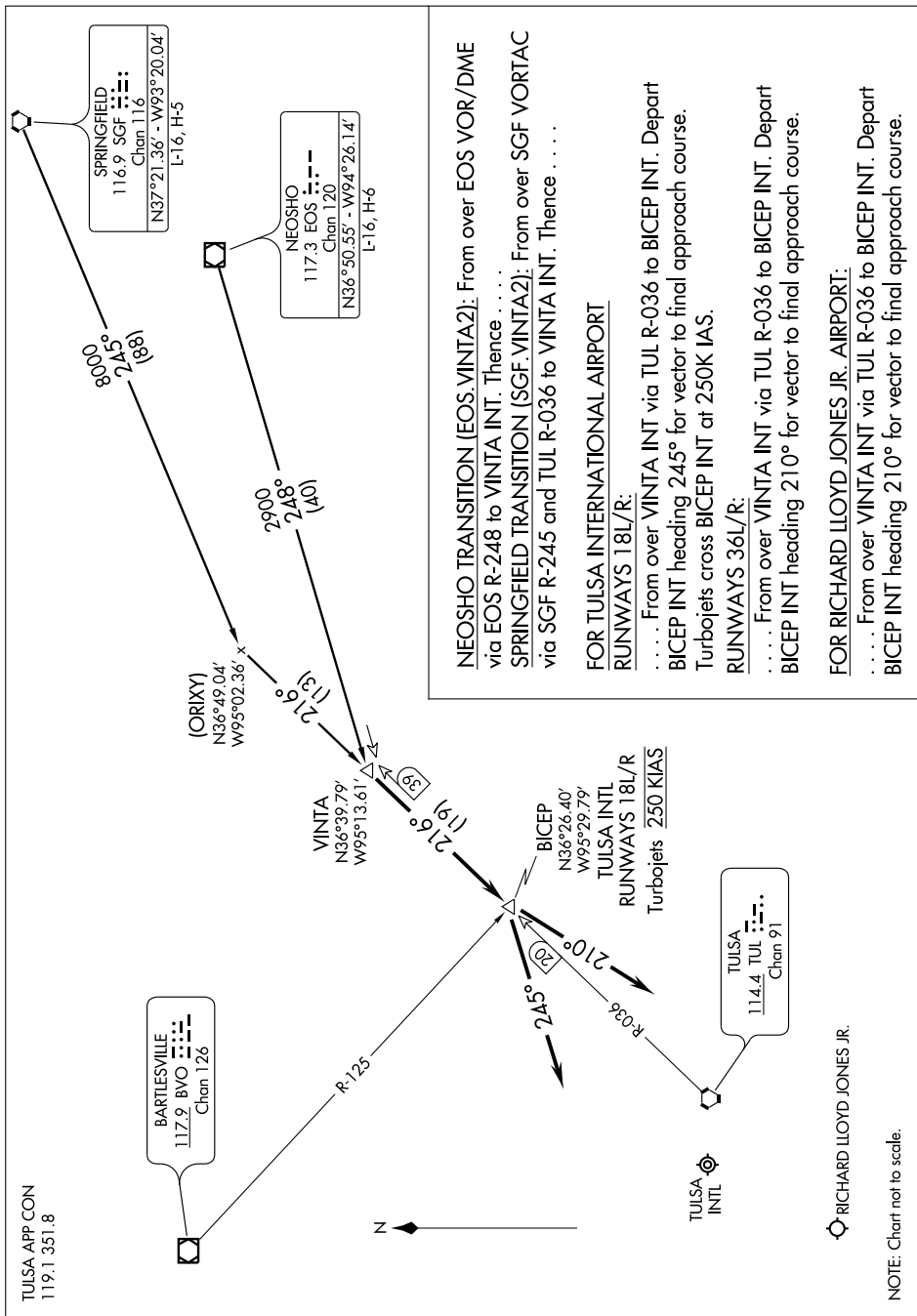
## DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

**LOST COMMUNICATIONS:** Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

## VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

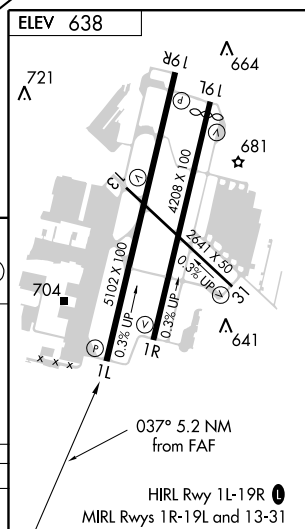
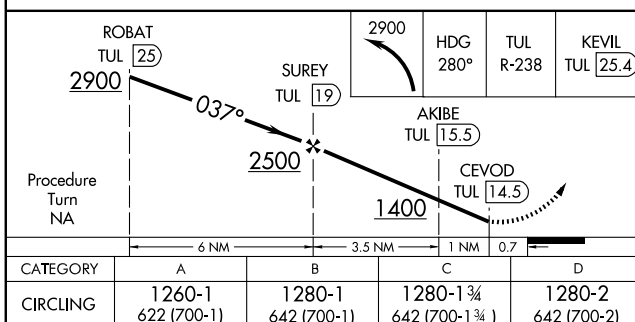
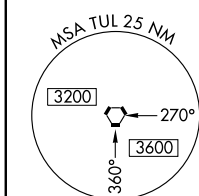
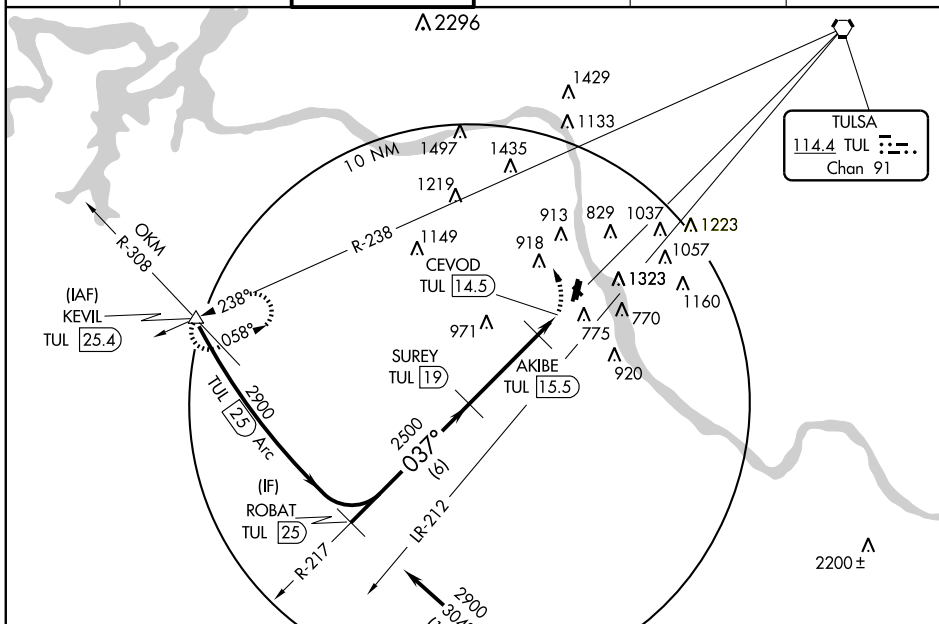


|  |                        |                             |                        |
|--|------------------------|-----------------------------|------------------------|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APP CRS<br><b>037°</b> | Rwy Idg<br>TDZE<br>Apt Elev | NA<br>NA<br><b>638</b> |
|--|------------------------|-----------------------------|------------------------|

**▼** When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L.

**MISSED APPROACH:** Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

|                      |                                |  |                         |                          |                         |
|----------------------|--------------------------------|--|-------------------------|--------------------------|-------------------------|
| ATIS<br><b>126.5</b> | TULSA APP CON<br><b>119.85</b> | RIVERSIDE TOWER★<br><b>120.3</b> (CTAF) <b>0</b> | GND CON<br><b>121.7</b> | CLNC DEL<br><b>124.5</b> | UNICOM<br><b>122.95</b> |
|----------------------|--------------------------------|--|-------------------------|--------------------------|-------------------------|



|   |                        |   |
|---|------------------------|---|
| VOR/DME GNP<br><b>110.6</b><br>Chgn <b>43</b> | APP CRS<br><b>344°</b> | Rwy Idg <b>5102</b><br>TDZE <b>626</b><br>Apt Elev <b>638</b> |
|---|------------------------|---|

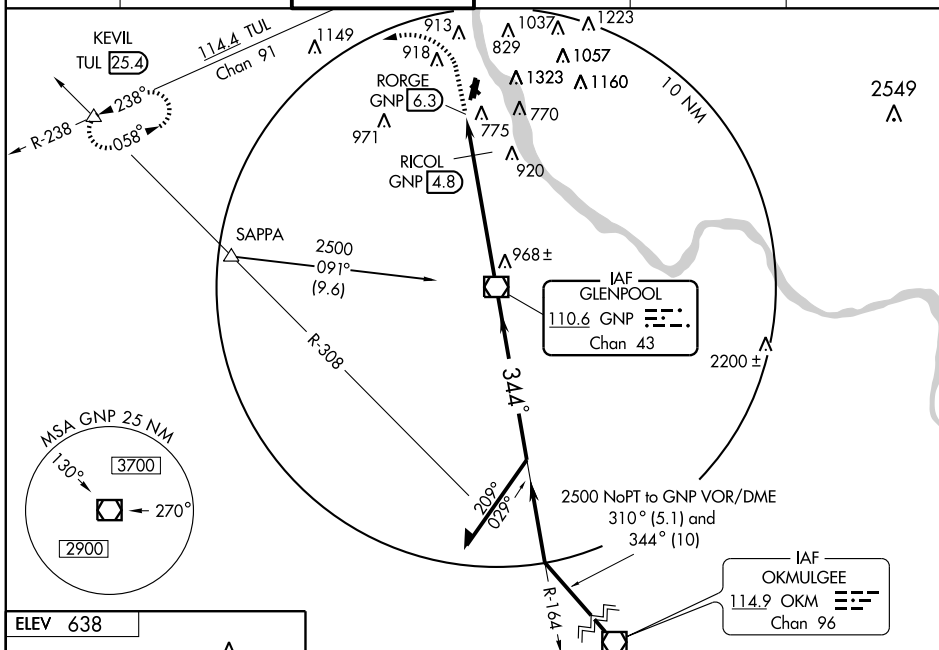
VOR RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

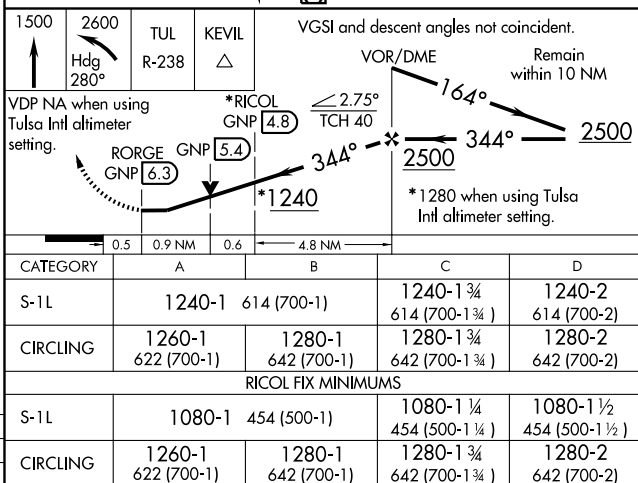
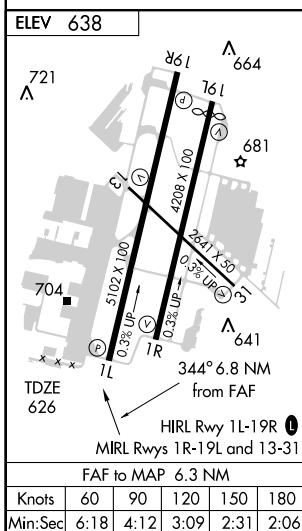
**T** Circling not authorized northeast of Rwy 31 and 19L.  
If local altimeter setting not received; use Tulsa Intl  
altimeter setting and increase all MDAs 40 ft.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

|       |               |                   |         |          |        |
|-------|---------------|-------------------|---------|----------|--------|
| ATIS  | TULSA APP CON | RIVERSIDE TOWER ★ | GND CON | CLNC DEL | UNICOM |
| 126.5 | 119.85        | 120.3 (CTAF) 0    | 121.7   | 124.5    | 122.95 |



SC-1. 17 DEC 2009 to 14 JAN 2010



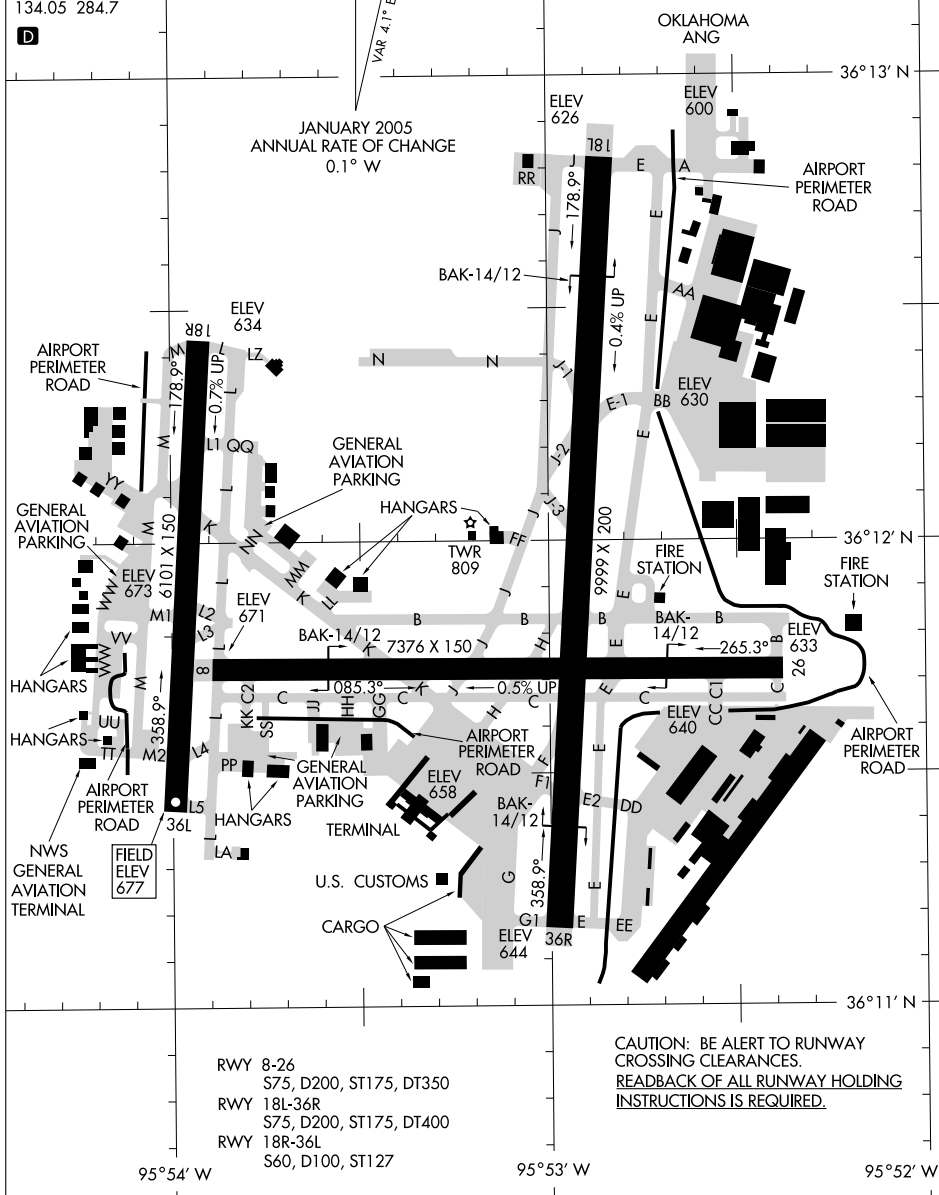
# AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)  
TULSA, OKLAHOMA

ATIS  
124.9 377.2  
TULSA TOWER  
121.2 310.8 RWYS 18L-36R, 8-26  
118.7 257.8 RWY 18R-36L  
GND CON  
121.9 348.6  
CLNC DEL  
134.05 284.7

D



|  |                         |   |
|--|-------------------------|---|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APCH CRS<br><b>262°</b> | Rwy Idg<br>TDZE<br>Arpt Elev <b>677</b> |
|--|-------------------------|---|

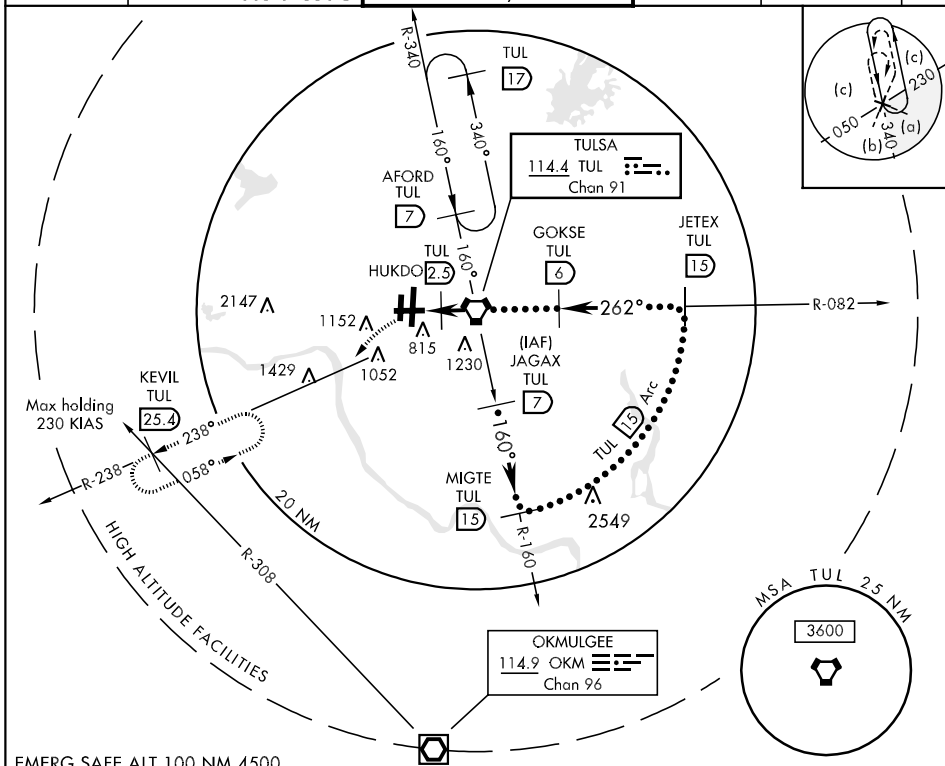
JAL-432 [USAF]

TULSA INTL (KTUL)

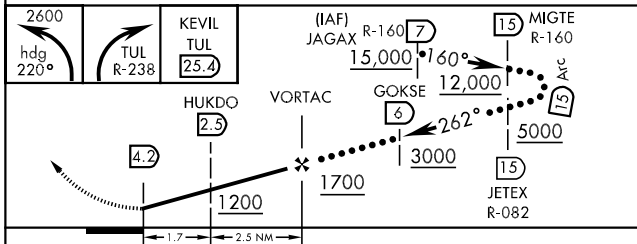
▼  
\* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

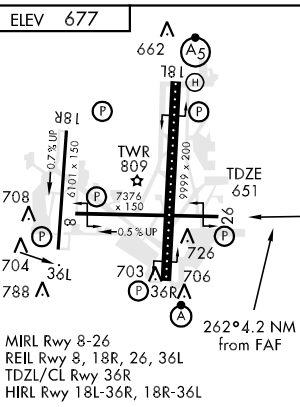
|                            |   |  |                               |                                 |     |
|----------------------------|---|--|-------------------------------|---------------------------------|-----|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br>175°- 354° <b>124.0 338.3</b><br>355°- 174° <b>119.1 351.8</b> | TULSA TOWER<br><b>121.2 310.8</b> Rwys 18L-36R, 8-26<br><b>118.7 257.8</b> Rwy 18R-36L | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> | ASR |
|----------------------------|---|--|-------------------------------|---------------------------------|-----|



EMERG SAFE ALT 100 NM 4500



| CATEGORY   | C                       | D                       | E                       |
|------------|-------------------------|-------------------------|-------------------------|
| S-26       | 1060-1¼<br>409 (400-1¼) | 1060-1½<br>409 (400-1½) | 1060-1½<br>409 (400-1½) |
| CIRCLING * | 1140-1½<br>463 (500-1½) | 1300-2<br>623 (700-2)   | 1300-2¼<br>623 (700-2¼) |
| S-ASR 26   | 1060-1¼<br>409 (400-1¼) | 1060-1½<br>409 (400-1½) | 1060-1½<br>409 (400-1½) |



▼

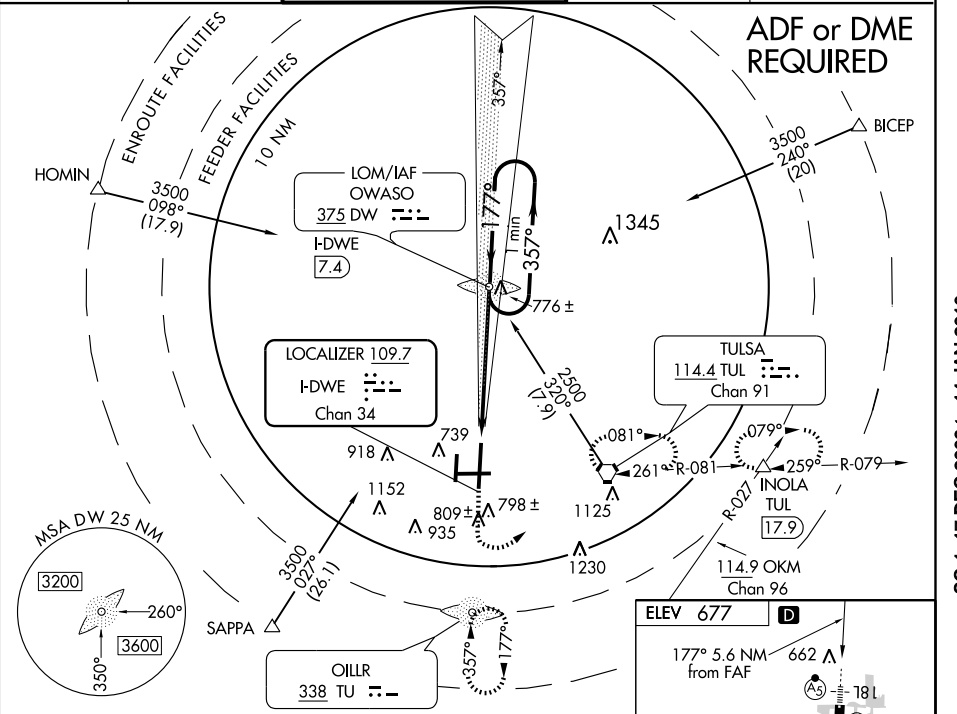
ASR

Circling NA for Cat. E south of runway 8-26.  
Autopilot coupled approach NA below 1288.  
For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

|             |               |   |             |              |
|-------------|---------------|---|-------------|--------------|
| ATIS        | TULSA APP CON | TULSA TOWER   | GND CON     | CLNC DEL     |
| 124.9 377.2 | 124.0 338.3   | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |



2000

2500

TUL

114.4

I-DWE

3.1

1.8

I-DWE

1.2 NM

4.4 NM

OWASO LOM

I-DWE 7.4

2346

One Minute Holding Pattern

357°

177°

2400

2400

GS 2.75°

TCH 56

| CATEGORY  | A                   | B                  | C                    | D                  | E                    |
|-----------|---------------------|--------------------|----------------------|--------------------|----------------------|
| S-ILS 18L | 841/24 200 (200-½)  |                    |                      |                    |                      |
| S-LOC 18L | 1040/24 399 (400-½) |                    | 1040/40 399 (400-¾)  |                    | 1040/50 399 (400-1)  |
| CIRCLING  | 1120-1 443 (500-1)  | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

TDZ/CL Rwy 36R

HIRL Rwys 8-26, 18L-36R and 18R-36L

REIL Rwys 8, 18R, 26 and 36L

FAC to NAD 5.6 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

ELEV 677

D

177° 5.6 NM from FAF

662 A

18L

TDZE 641

TWR 809

7376 X 150

0.7% UP

0.4% UP

0.5% UP

788 A

708 A

36L

36R

726

26

▼

▲

ASR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|

|           |                       |                       |                               |  |
|-----------|-----------------------|-----------------------|-------------------------------|--|
| 1400      | 2600                  | KEVIL<br>TUL 25.4     | VERUC INT/<br>TUL 7.6         | VGSI and ILS glidepath not coincident. |
| ↑         | ↑                     | △                     | △                             | Remain within 10 NM                    |
| 177°      | 177°                  | 177°                  | 177°                          | 2500                                   |
| 357°      | 357°                  | 357°                  | 357°                          | 2500                                   |
| 0.6       | 4.4 NM                | 1 NM                  |                               | GS 2.75°<br>TCH 60                     |
| CATEGORY  | A                     | B                     | C                             | D                                      |
| S-ILS 18R | 867-3/4               | 200 (200-3/4)         |                               |  |
| S-LOC 18R | 1080-1                | 413 (500-1)           | 1080-1 1/4                    | 413 (500-1 1/4)                        |
| CIRCLING  | 1120-1<br>443 (500-1) | 1140-1<br>463 (500-1) | 1140-1 1/2<br>463 (500-1 1/2) | 1300-2<br>623 (700-2)                  |

SC-1.17 DEC 2009 to 14 JAN 2010

▼ For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

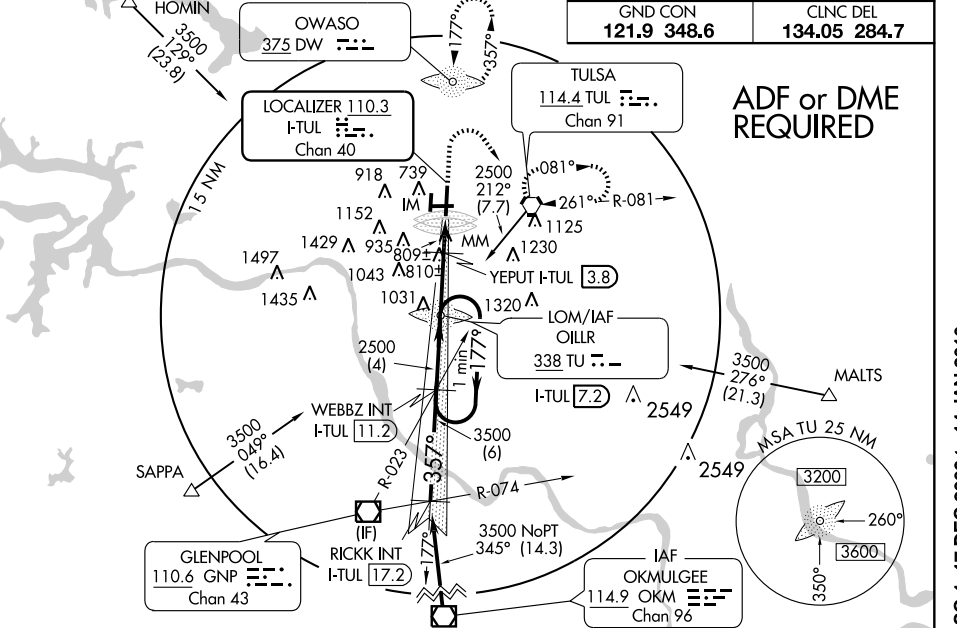
ALSF-2  
ⓐ

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS  
124.9 377.2

TULSA APP CON  
124.0 338.3

TULSA TOWER  
121.2 310.8 (Rwys 18L-36R, 8-26)  
118.7 257.8 (Rwy 18R-36L)



One Minute Holding Pattern

2500 ← 177°

357° → 2500

GS 3.00° TCH 52

VGSI and ILS glidepath not coincident.

\*LOC only

3.4 NM

0.8

0.6

0.4

0.2

2000

2500

TUL

114.4

ELEV 677

D

662

181

TDZ/CL Rwy 36R

81

781

708

36L

788

36R

726

650

TDZE

36R

357° 5.4 NM from FAF

FAF to MAP 5.4 NM

Knots

60

90

120

150

180

Min:Sec

5:24

3:36

2:42

2:10

1:48

| CATEGORY           | A                     | B                     | C                       | D                       | E                       |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 36R          | 850/18                | 200 (200-½)           |                         |                         | 850/24<br>200 (200-½)   |
| S-LOC 36R          | 1300/24               | 650 (700-½)           | 1300/60<br>650 (700-¾)  | 1300-1½<br>650 (700-1½) | 1300-1¾<br>650 (700-1¾) |
| CIRCLING           | 1300-1                | 623 (700-1)           | 1300-1¾<br>623 (700-1¾) | 1300-2<br>623 (700-2)   | NA                      |
| YEPUT FIX MINIMUMS |                       |                       |                         |                         |                         |
| S-LOC 36R          | 1060/24               | 410 (400-½)           | 1060/40                 | 410 (400-¾)             | 1060/50<br>410 (400-1)  |
| CIRCLING           | 1120-1<br>443 (500-1) | 1140-1<br>463 (500-1) | 1140-1½<br>463 (500-1½) | 1300-2<br>623 (700-2)   | NA                      |

SC-1, 17 DEC 2009 to 14 JAN 2010

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-TUL<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>357°</b> | Rwy Idg <b>9999</b><br>TDZE <b>650</b><br>Apt Elev <b>677</b> |
|---|------------------------|---|

## ILS RWY 36R (CAT II)

TULSA INTL (TUL)

- T** For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and  
**A** increase S-LOC 36R Cat E visibility to 2¼mile. YEPUT fix minimums: For  
 ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

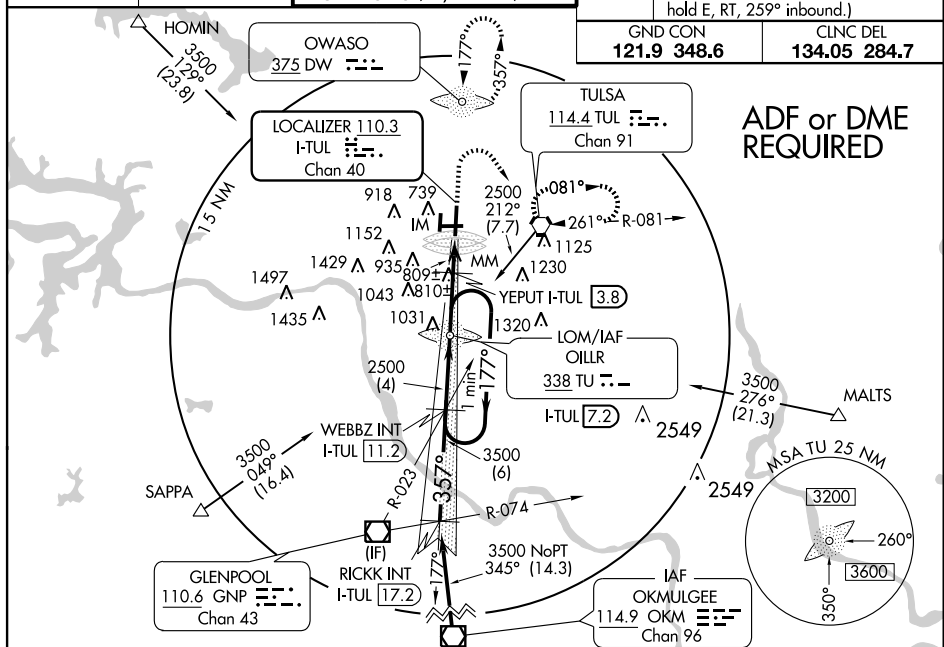
ALSF-2



**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E. RT. 259° inbound.)

|             |               |   |
|-------------|---------------|---|
| ATIS        | TULSA APP CON | TULSA TOWER   |
| 124.9 377.2 | 124.0 338.3   | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) |

|             |              |
|-------------|--------------|
| GND CON     | CLNC DEL     |
| 121.9 348.6 | 134.05 284.7 |

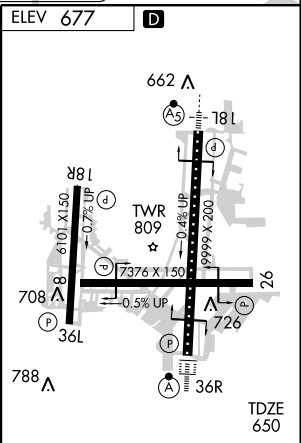


SC-1. 17 DEC 2009 to 14 JAN 2010

Diagram illustrating a VGS and ILS glidepath not coincident. The diagram shows a horizontal line at 2500 feet with a 177° heading and a 357° heading. A vertical line at 2426 feet is labeled "OILR LOM I-TUL 7.2". A shaded area represents the glidepath, with a 357° heading. A vertical line at 2314 feet is labeled "MM". A vertical line at 1028 feet is labeled "IM". A vertical line at 910 feet is labeled "DH RA 116". A vertical line at 650 feet is labeled "MSL". A horizontal line at the bottom is labeled "RA 116/12 100 DA 750". A table at the bottom shows "CATEGORY" and "S-ILS 36R".

|           |   |   |   |   |
|-----------|---|---|---|---|
| CATEGORY  | A | B | C | D |
| S-ILS 36R |   |   |   |   |

## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 36R  
HIRL Rwys 8-26, 18L-36R and 18R-36L  
REIL Rwys 8, 18R, 26 and 36L

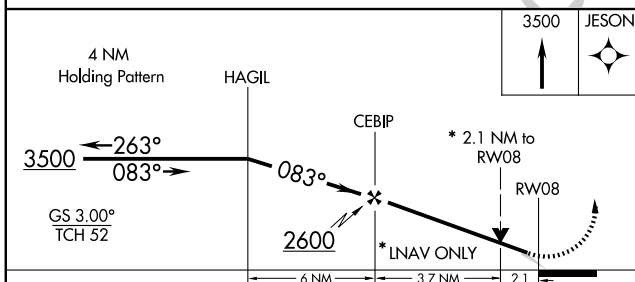
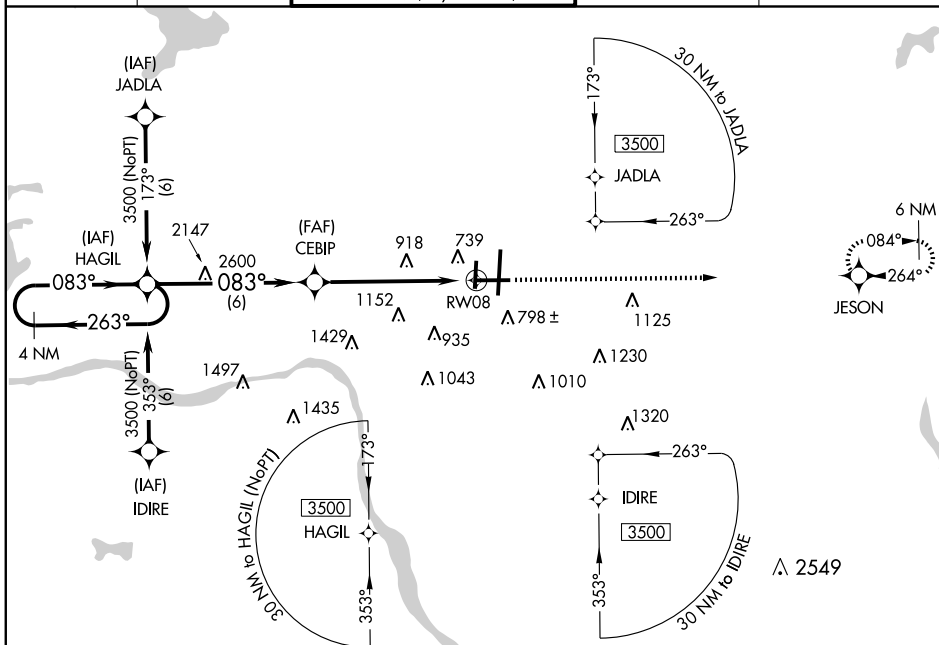
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>7376</b> |
| <b>083°</b> | TDZE     | <b>671</b>  |
|             | Apt Elev | <b>677</b>  |

RNAV (GPS) RWY 8  
TULSA INTL (TUL)

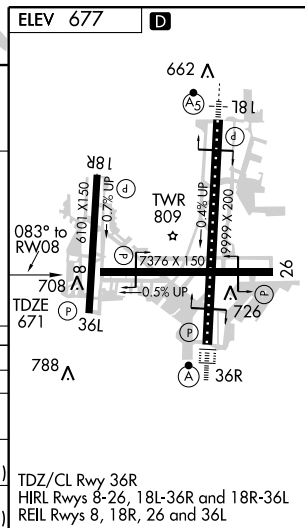
|             |   |
|-------------|---|
| <b>T</b>    | Cat. E circling not authorized south of Rwy 8-26. |
| <b>A</b> NA | Baro-VNAV NA BELOW -16°C (3°F).                   |
| ASR         | DME/DME RNP-0.3 NA.                               |

**MISSED APPROACH:** Climb to 3500 direct JESON and hold.

|             |               |   |             |              |
|-------------|---------------|---|-------------|--------------|
| ATIS        | TULSA APP CON | TULSA TOWER   | GND CON     | CLNC DEL     |
| 124.9 377.2 | 124.0 338.3   | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |






| CATEGORY         | A                     | B                     | C                        | D                        | E |
|------------------|-----------------------|-----------------------|--------------------------|--------------------------|---|
| GLS PA DA        | NA                    |                       |                          |                          |   |
| LNAV/<br>VNAV DA | 1061-1¼ 390 (400-1¼ ) |                       |                          |                          |   |
| LNAV MDA         | 1380-1 709 (800-1)    | 1380-2<br>709 (800-2) | 1380-2¼<br>709 (800-2¼ ) | 1380-2½<br>709 (800-2½ ) |   |
| CIRCLING         | 1380-1 703 (800-1)    | 1380-2<br>703 (800-2) | 1380-2¼<br>703 (800-2¼ ) | 1380-2½<br>703 (800-2½ ) |   |



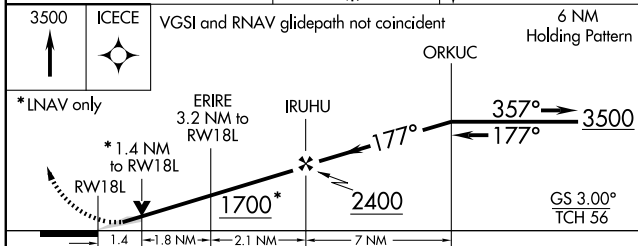
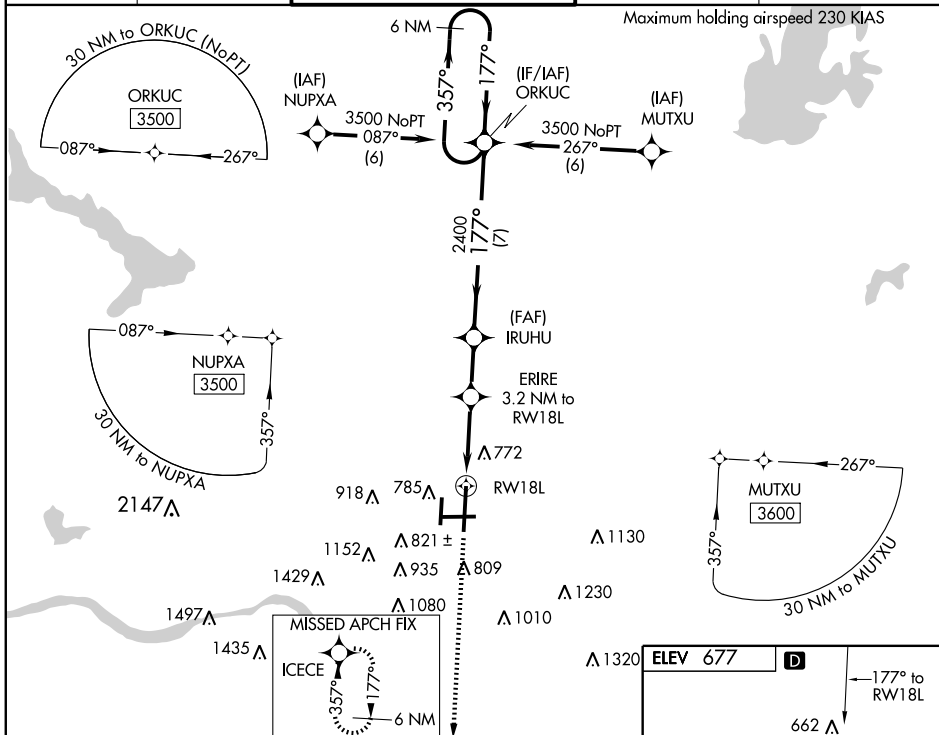
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93504</b><br><b>W18A</b> | APP CRS<br><b>177°</b> | Rwy Idg <b>9999</b><br>TDZE <b>641</b><br>Apt Elev <b>677</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 18L

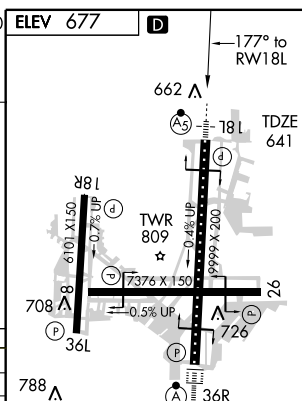
TULSA INTL (TUL)

|   |  |  |  |
|---|--|--|--|
| <br><br>ASR | <p>           Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to ¾, and LNAV Cat E visibility to 1½.         </p> | <br>MALSR | <p> <b>MISSED APPROACH:</b><br/>           Climb to 3500 direct ICECE and hold.         </p> |
|---|--|--|--|


|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|



| CATEGORY     | A                    | B                   | C                    | D                  | E                    |
|--------------|----------------------|---------------------|----------------------|--------------------|----------------------|
| LPV DA       | 908/24 267 (300-½)   |                     |                      |                    |                      |
| LNAV/VNAV DA | 1117/60 476 (500-1¼) |                     |                      |                    |                      |
| LNAV MDA     | 1080/24 439 (500-½)  | 1080/40 439 (500-¾) | 1080/50 439 (500-1)  |                    |                      |
| CIRCLING     | 1120-1 443 (500-1)   | 1140-1 463 (500-1)  | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |



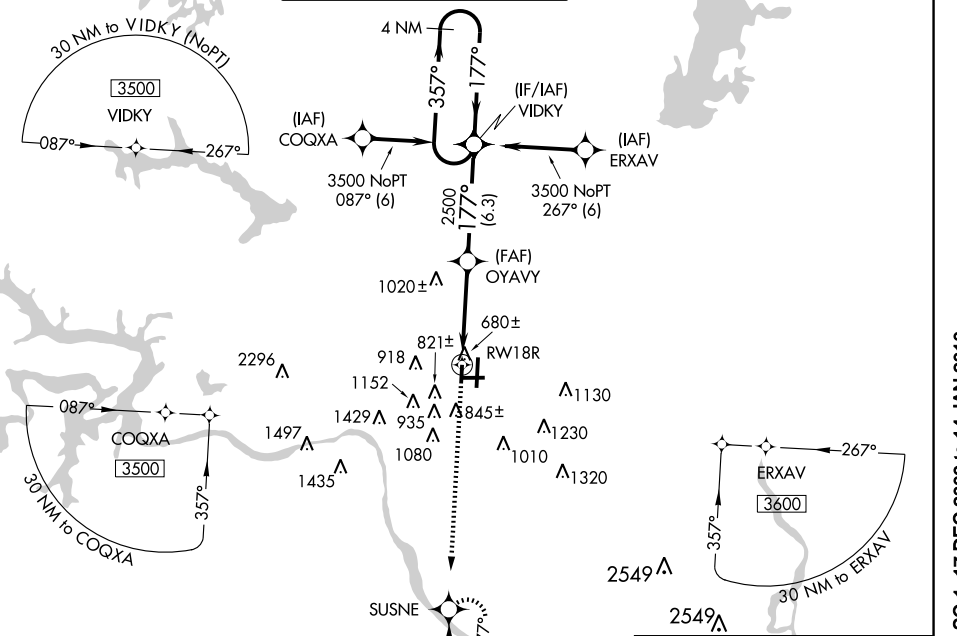
TDZ/CL Rwy 36R  
HIRL Rwy 8-26, 18L-36R and 18R-36L  
REIL Rwy 8, 18R, 26 and 36L

  
ASR

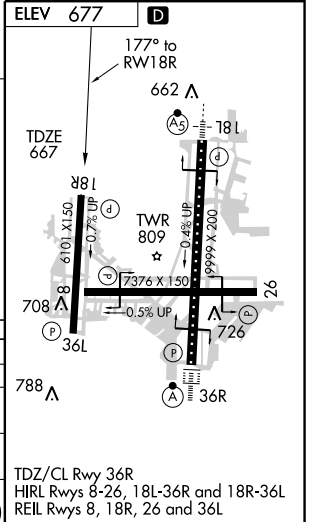
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 3500 direct  
SUSNE and hold

|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|



|              |                       |   |                            |                            |   |                      |
|--------------|-----------------------|---|----------------------------|----------------------------|---|----------------------|
| 3500         | SUSNE                 | VGSI and RNAV glidepath not coincident. |                            |                            |   | 4 NM Holding Pattern |
| *LNAV only.  |                       | VIDKY                                   |                            |                            |   | 357° → 3500          |
| RW18R        |                       | OYAVY                                   |                            |                            |   | ← 177°               |
| 1.6          |                       | 2500                                    |                            |                            |   | GS 3.00°             |
| 1.6          |                       | 4 NM                                    |                            |                            |   | TCH 60               |
| 6.3 NM       |                       |   |                            |                            |   |                      |
| CATEGORY     | A                     | B                                       | C                          | D                          | E |                      |
| LPV DA       | 867-3/4 200 (200-3/4) |   |                            |                            |   |                      |
| LNAV/VNAV DA | 978-1 311 (400-1 1/4) |   |                            |                            |   |                      |
| LNAV MDA     | 1160-1 493 (500-1)    | 1160-1 1/4 493 (500-1 1/4)              | 1160-1 1/2 493 (500-1 1/2) | 1160-1 3/4 493 (500-1 3/4) |   |                      |
| CIRCLING     | 1160-1 483 (500-1)    | 1160-1 1/2 483 (500-1 1/2)              | 1300-2 623 (700-2)         | 1300-2 1/4 623 (700-2 1/4) |   |                      |




SC-1, 17 DEC 2009 to 14 JAN 2010

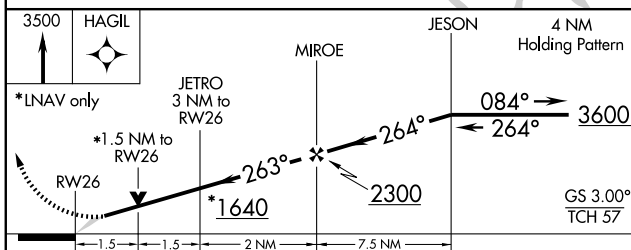
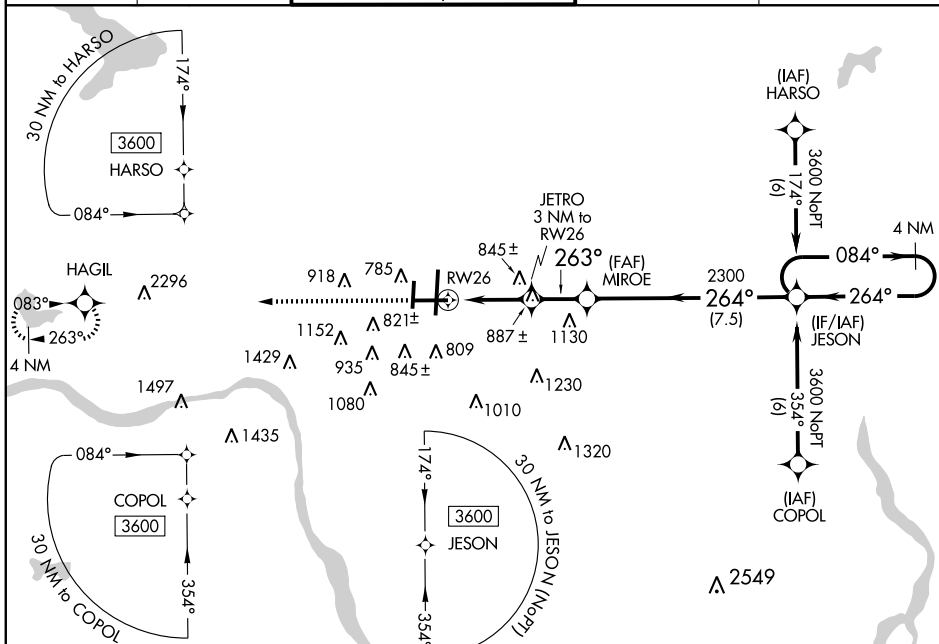
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93814</b><br><b>W26A</b> | APP CRS<br><b>263°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7376</b><br><b>651</b><br><b>677</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 26

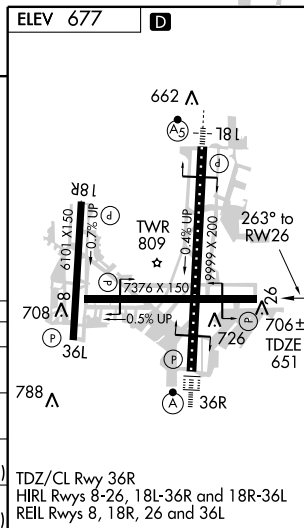
## TULSA INTL (TUL)

|   |   |
|---|---|
|  Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3500 direct HAGIL and hold. |
|---|---|

|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|



| CATEGORY     | A                    | B                    | C                  | D                    | E |
|--------------|----------------------|----------------------|--------------------|----------------------|---|
| LPV DA       | 901-1 250 (300-1)    |                      |                    |                      |   |
| LNAV/VNAV DA | 1028-1¼ 377 (500-1¼) |                      |                    |                      |   |
| LNAV MDA     | 1160-1 509 (500-1)   | 1160-1½ 509 (500-1½) |                    | 1160-1¾ 509 (500-1¾) |   |
| CIRCLING     | 1160-1 483 (500-1)   | 1160-1½ 483 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |   |





|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82214</b><br><b>W36A</b> | APP CRS<br><b>357°</b> | Rwy Idg <b>9999</b><br>TDZE <b>650</b><br>Apt Elev <b>677</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 36R

TULSA INTL (TUL)

**ASR** Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ¼ mile.

ALSF-2



**MISSED APPROACH:**  
Climb to 3500 direct  
ORKUC and hold.

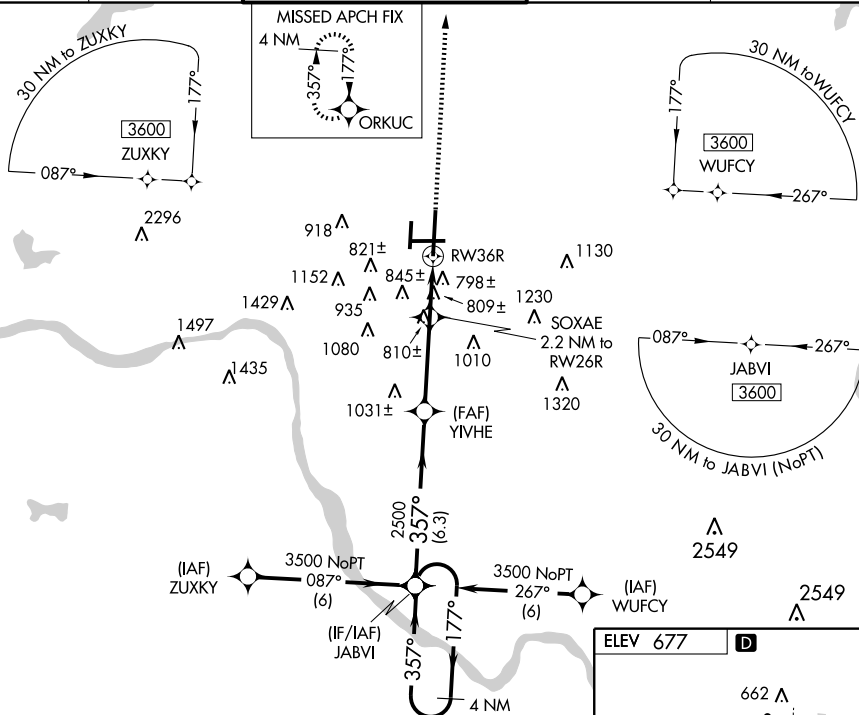
ATIS  
**124.9 377.2**

TULSA APP CON  
124.0 338.3

TULSA TOWER  
121.2 310.8 (Rwys 18L-36R, 8-26)  
118.7 257.8 (Rwy 18R-36L)

GND CON  
121.9 348.6

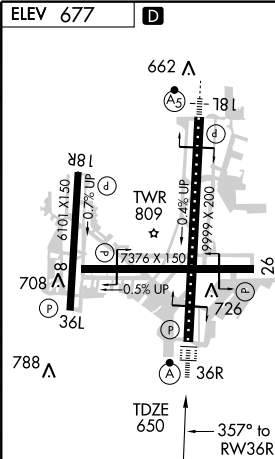
CLNC DEL  
134.05 284.7



SC-1. 17 DEC 2009 to 14 JAN 2010

[illegible]

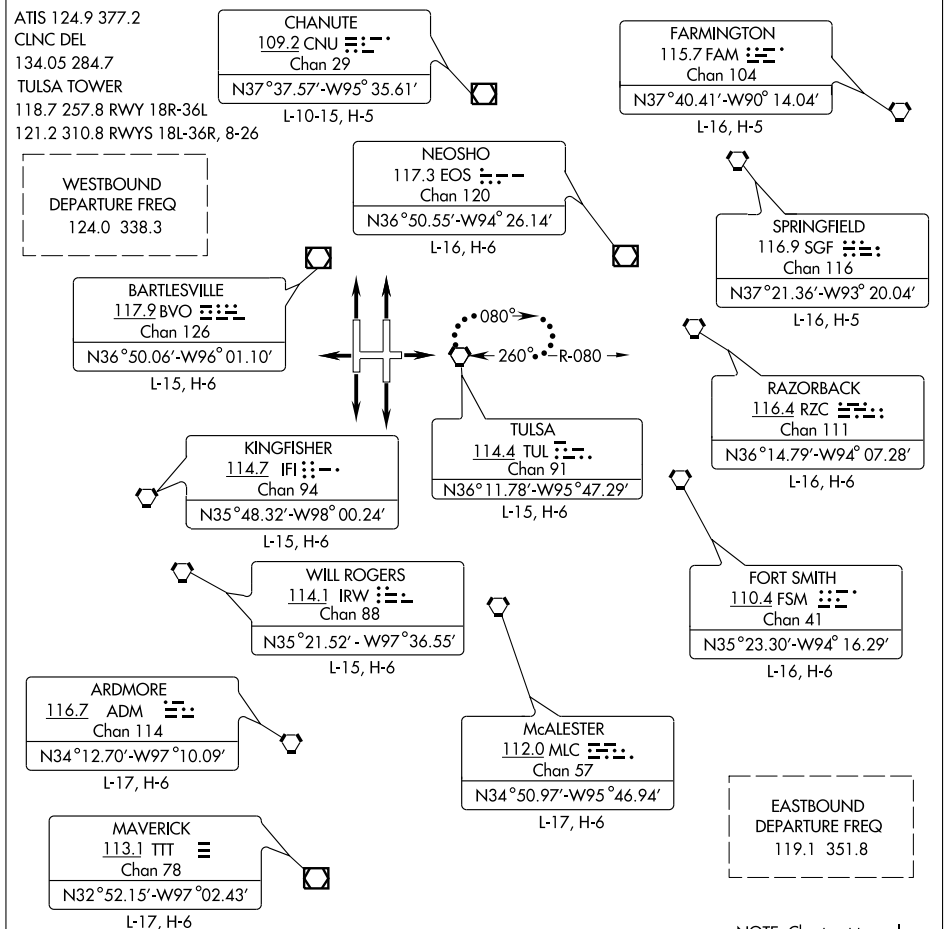
| CATEGORY      |     | A                    | B                   | C                    | D                    | E                    |
|---------------|-----|----------------------|---------------------|----------------------|----------------------|----------------------|
| LPV           | DA  | 850/24 200 (200-½)   |                     |                      |                      |                      |
| LNAV/<br>VNAV | DA  | 1145/60 495 (500-1¼) |                     |                      |                      |                      |
| LNAV          | MDA | 1120/24 470 (500-½)  | 1120/40 470 (500-¾) | 1120/50 470 (500-1)  | 1120/60 470 (500-1¼) |                      |
| CIRCLING      |     | 1120-1 443 (500-1)   | 1140-1 463 (500-1)  | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2)   | 1300-2¼ 623 (700-2¼) |



TDZ/CL Rwy 36R  
HIRL Rwy 8-26, 18L-36R and 18R-36L  
REIL Rwy 8, 18R, 26 and 36L

## TULSA FIVE DEPARTURE

SL-432 (FAA)

TULSA, INTL (TUL)  
TULSA, OKLAHOMA

SC-1, 17 DEC 2009 to 14 JAN 2010



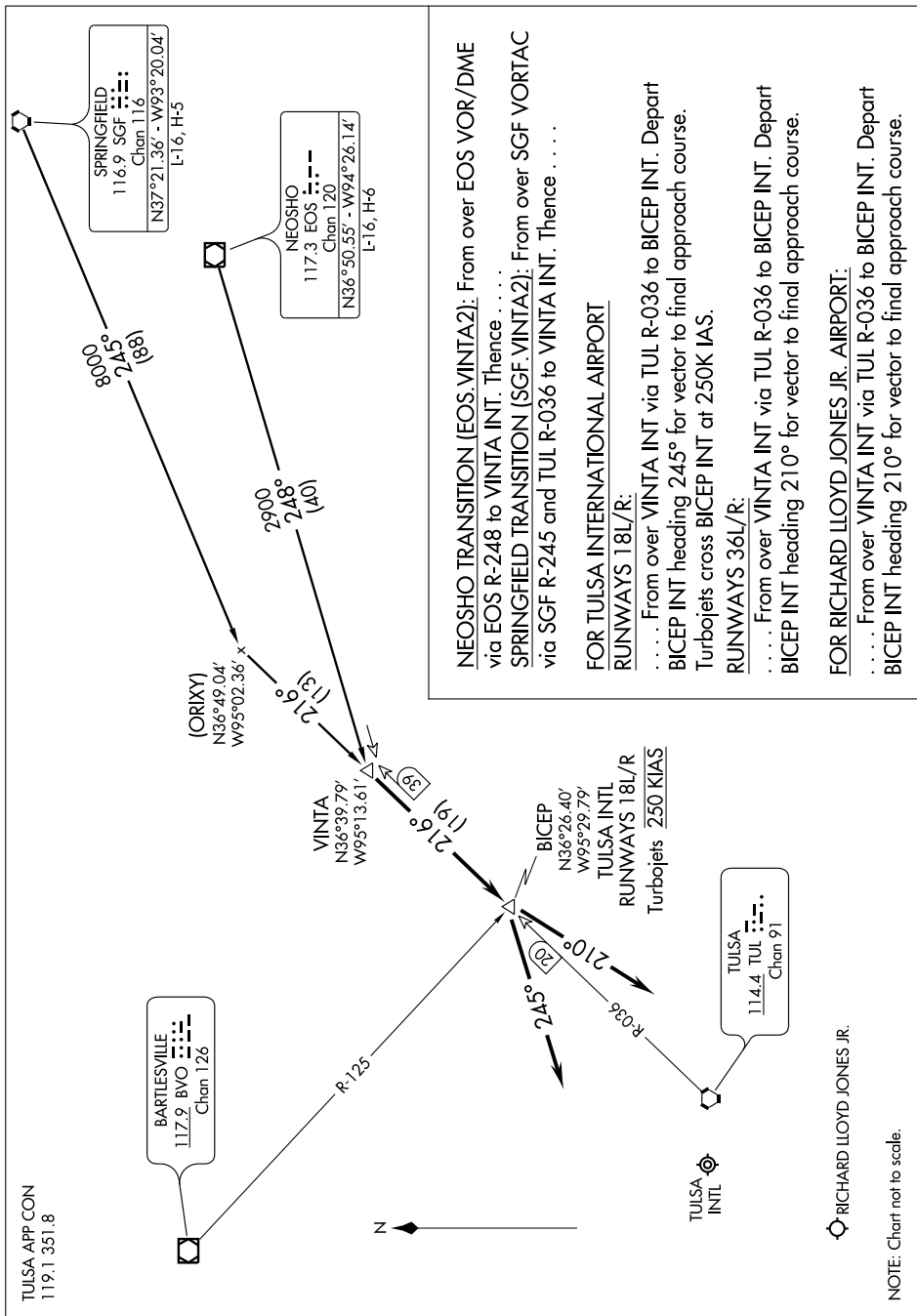
## DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

**LOST COMMUNICATIONS:** Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

## VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA



|  |                        |  |
|--|------------------------|--|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APP CRS<br><b>081°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>7376</b><br><b>671</b><br><b>677</b> |
|--|------------------------|--|

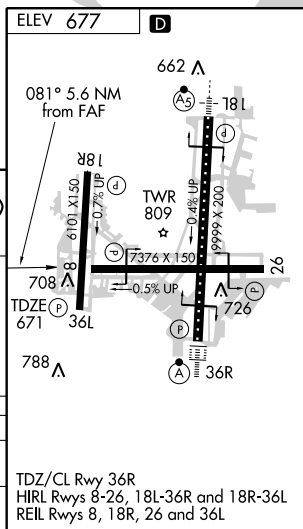
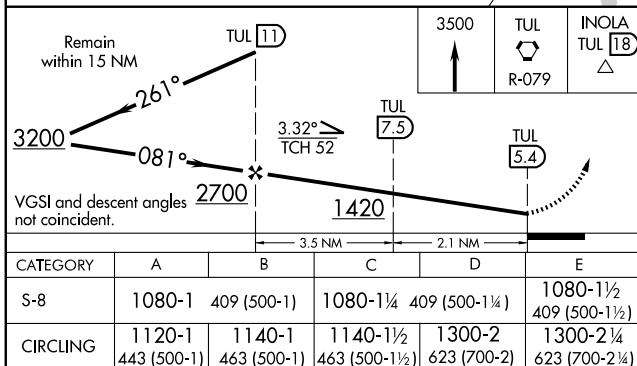
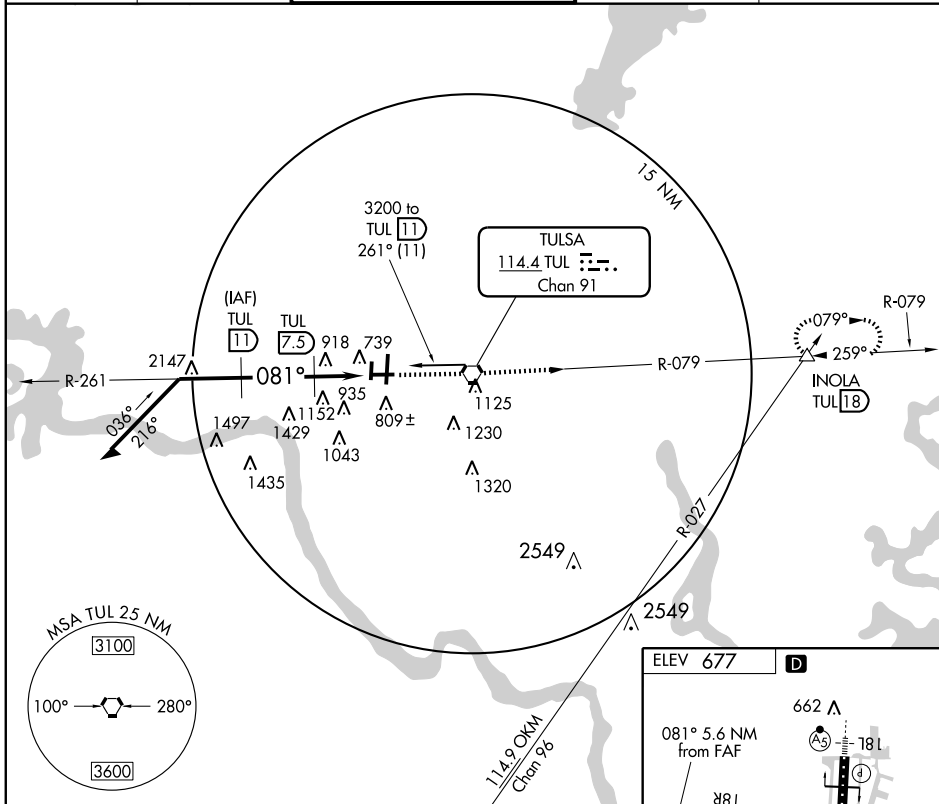
# VOR/DME or TACAN RWY 8

TULSA INTL (TUL)

**ASR** Cat. E circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC, then via TUL R-079 to INOLA Int and hold.

|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|



|  |                        |   |
|--|------------------------|---|
| VORTAC TUL<br><b>114.4</b><br>Chan <b>91</b> | APP CRS<br><b>262°</b> | Rwy Idg <b>7376</b><br>TDZE <b>651</b><br>Apt Elev <b>677</b> |
|--|------------------------|---|

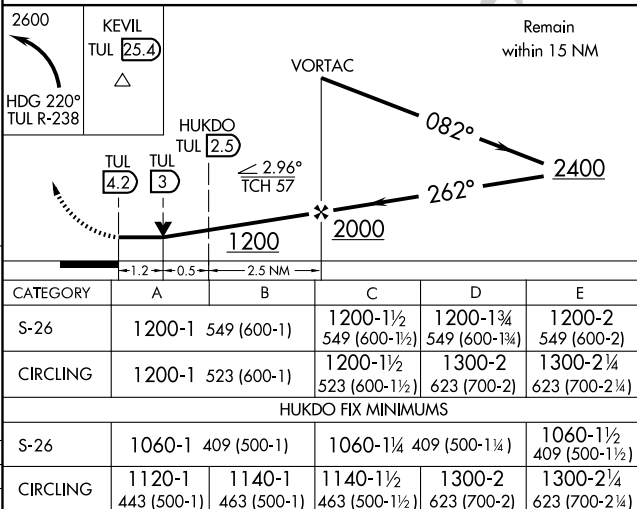
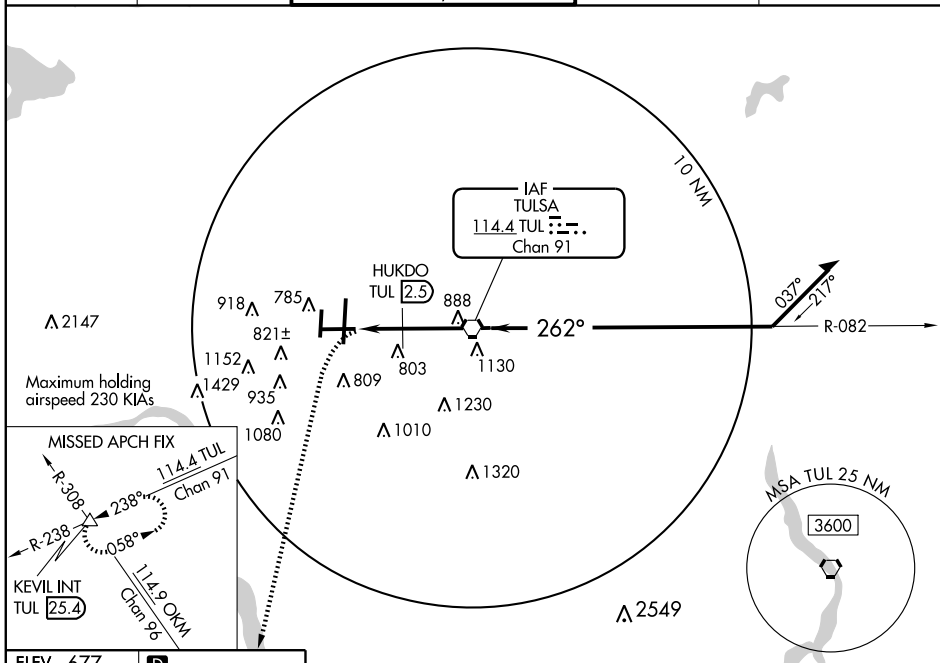
VOR or TACAN RWY 26  
TULSA INTL (TUL)



Circling NA for Cat E south of Rwy 8-26.

**MISSED APPROACH:** Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

|                            |                                     |  |                               |                                 |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|
| ATIS<br><b>124.9 377.2</b> | TULSA APP CON<br><b>124.0 338.3</b> | TULSA TOWER<br><b>121.2 310.8</b> (Rwys 18L-36R, 8-26)<br><b>118.7 257.8</b> (Rwy 18R-36L) | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>134.05 284.7</b> |
|----------------------------|-------------------------------------|--|-------------------------------|---------------------------------|





APP CRS  
356°

Rwy Idg  
TDZE  
Apt Elev

3405  
598  
598

RNAV (GPS) RWY 36

WAGONER/HEFNER-EASLEY (H68)

▼

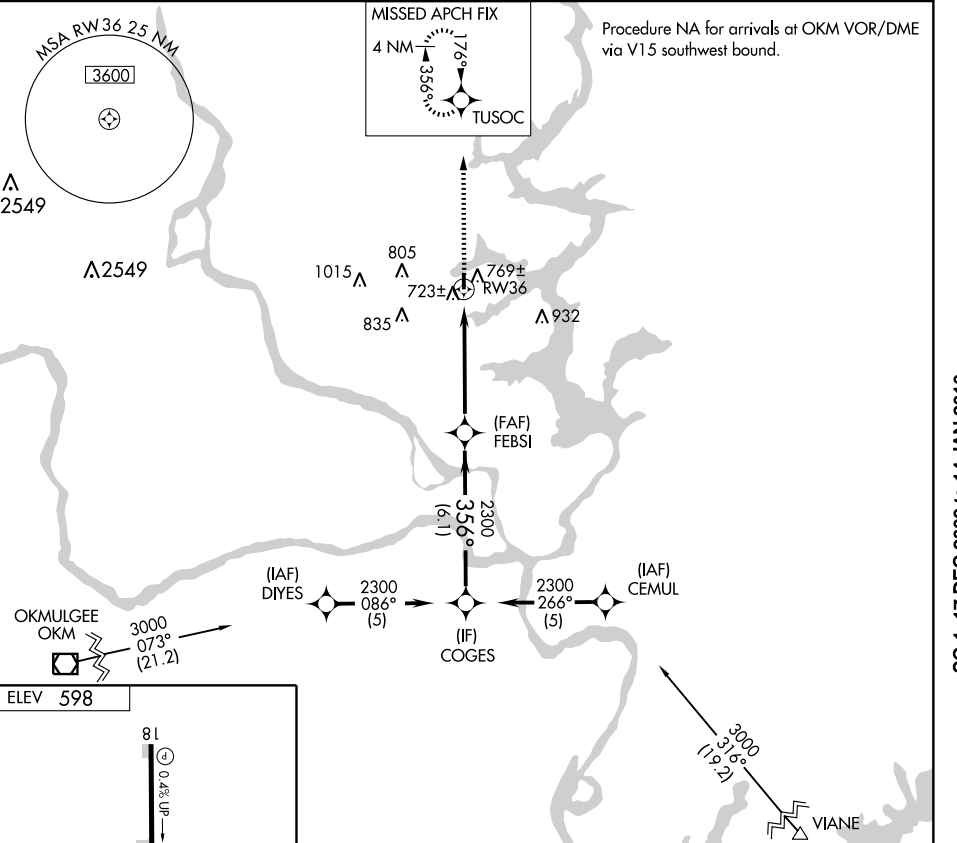
NA

Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

TULSA APP CON  
119.1 351.8

CTAF  
122.9



ELEV 598

81

0.4% UP

3405 X 60

TDZE 598

36

MIRL Rwy 18-36

2500

TUSOC

FEBSI

COGES

2300

356°

3.06°

TCH 31

5.1 NM

6.1 NM

Procedure Turn NA

| CATEGORY | A      | B           | C  | D |
|----------|--------|-------------|----|---|
| LNAV MDA | 1100-1 | 502 (600-1) | NA |   |
| CIRCLING | 1180-1 | 582 (600-1) | NA |   |

SC-1, 17 DEC 2009 to 14 JAN 2010

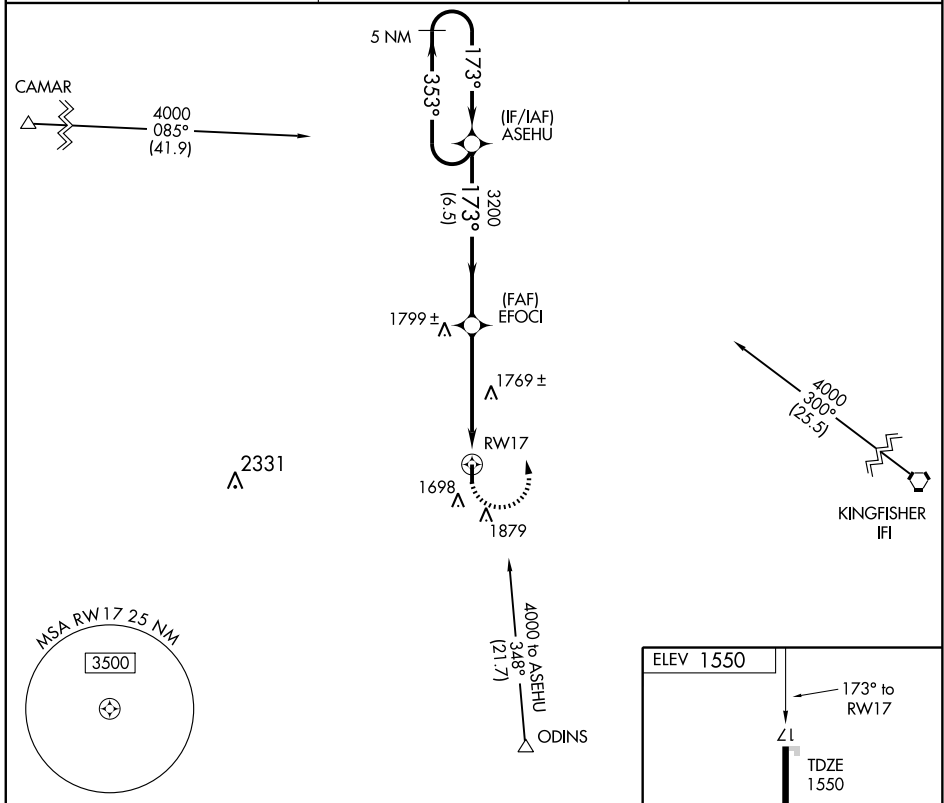
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4000 |
| 173°    | TDZE     | 1550 |
|         | Apt Elev | 1550 |

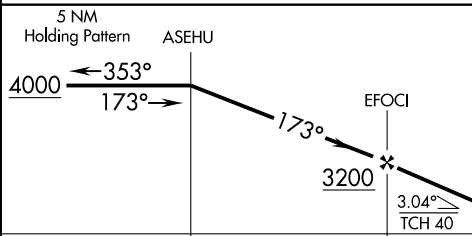


# RNAV (GPS) RWY 17

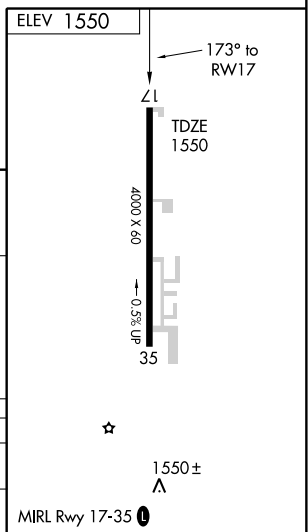
WATONGA RGNL (JWG)

|  |   |
|--|---|
| <p>▼ If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.</p> <p>▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> | <p>MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.</p> |
|--|---|

|                                     |  |  |
|-------------------------------------|--|--|
| <p>AWOS-3</p> <p><b>134.175</b></p> | <p>VANCE APP CON ★</p> <p><b>120.525 306.3</b></p> | <p>UNICOM</p> <p><b>122.8 (CTAF) 0</b></p> |
|-------------------------------------|--|--|



|                         |             |       |             |   |             |   |   |      |    |       |  |        |  |       |  |  |
|-------------------------|-------------|-------|-------------|---|-------------|---|---|------|----|-------|--|--------|--|-------|--|--|
| 5 NM<br>Holding Pattern |             | ASEHU |             |  |             |  |  |      |    |       |  |        |  |       |  |  |
| 4000                    |             | 353°  |             | 173°  |             | EFOCI   |   | 3200 |    | 3.04° |  | TCH 40 |  | RWY17 |  |  |
|                         |             |       |             | 6.5 NM  |             |   |   | 5 NM |    |       |  |        |  |       |  |  |
| CATEGORY                | A           |       | B           |   | C           |   | D   |      |    |       |  |        |  |       |  |  |
| LNAV MDA                | 2060-1      |       | 510 (600-1) |   | 2060-1½     |   | 510 (600-1½)  |      | NA |       |  |        |  |       |  |  |
| CIRCLING                | 2060-1      |       | 2240-1      |   | 2240-2      |   | 690 (700-2)   |      | NA |       |  |        |  |       |  |  |
|                         | 510 (600-1) |       | 690 (700-1) |   | 690 (700-2) |   |   |      |    |       |  |        |  |       |  |  |



VORTAC IFI  
114.7  
Chan 94

APP CRS  
271°

| Rwy Idg | TDZE | Apt Elev |
|---------|------|----------|
| 1       | 10   | 10       |
| 2       | 10   | 10       |
| 3       | 10   | 10       |
| 4       | 10   | 10       |
| 5       | 10   | 10       |
| 6       | 10   | 10       |
| 7       | 10   | 10       |
| 8       | 10   | 10       |
| 9       | 10   | 10       |
| 10      | 10   | 10       |
| 11      | 10   | 10       |
| 12      | 10   | 10       |
| 13      | 10   | 10       |
| 14      | 10   | 10       |
| 15      | 10   | 10       |
| 16      | 10   | 10       |
| 17      | 10   | 10       |
| 18      | 10   | 10       |
| 19      | 10   | 10       |
| 20      | 10   | 10       |
| 21      | 10   | 10       |
| 22      | 10   | 10       |
| 23      | 10   | 10       |
| 24      | 10   | 10       |
| 25      | 10   | 10       |
| 26      | 10   | 10       |
| 27      | 10   | 10       |
| 28      | 10   | 10       |
| 29      | 10   | 10       |
| 30      | 10   | 10       |
| 31      | 10   | 10       |
| 32      | 10   | 10       |
| 33      | 10   | 10       |
| 34      | 10   | 10       |
| 35      | 10   | 10       |
| 36      | 10   | 10       |
| 37      | 10   | 10       |
| 38      | 10   | 10       |
| 39      | 10   | 10       |
| 40      | 10   | 10       |
| 41      | 10   | 10       |
| 42      | 10   | 10       |
| 43      | 10   | 10       |
| 44      | 10   | 10       |
| 45      | 10   | 10       |
| 46      | 10   | 10       |
| 47      | 10   | 10       |
| 48      | 10   | 10       |
| 49      | 10   | 10       |
| 50      | 10   | 10       |
| 51      | 10   | 10       |
| 52      | 10   | 10       |
| 53      | 10   | 10       |
| 54      | 10   | 10       |
| 55      | 10   | 10       |
| 56      | 10   | 10       |
| 57      | 10   | 10       |
| 58      | 10   | 10       |
| 59      | 10   | 10       |
| 60      | 10   | 10       |
| 61      | 10   | 10       |
| 62      | 10   | 10       |
| 63      | 10   | 10       |
| 64      | 10   | 10       |
| 65      | 10   | 10       |
| 66      | 10   | 10       |
| 67      | 10   | 10       |
| 68      | 10   | 10       |
| 69      | 10   | 10       |
| 70      | 10   | 10       |
| 71      | 10   | 10       |
| 72      | 10   | 10       |
| 73      | 10   | 10       |
| 74      | 10   | 10       |
| 75      | 10   | 10       |
| 76      | 10   | 10       |
| 77      | 10   | 10       |
| 78      | 10   | 10       |
| 79      | 10   | 10       |
| 80      | 10   | 10       |
| 81      | 10   | 10       |
| 82      | 10   | 10       |
| 83      | 10   | 10       |
| 84      | 10   | 10       |
| 85      | 10   | 10       |
| 86      | 10   | 10       |
| 87      | 10   | 10       |
| 88      | 10   | 10       |
| 89      | 10   | 10       |
| 90      | 10   | 10       |
| 91      | 10   | 10       |
| 92      | 10   | 10       |
| 93      | 10   | 10       |
| 94      | 10   | 10       |
| 95      | 10   | 10       |
| 96      | 10   | 10       |
| 97      | 10   | 10       |
| 98      | 10   | 10       |
| 99      | 10   | 10       |
| 100     | 10   | 10       |

N/A  
N/A  
1550

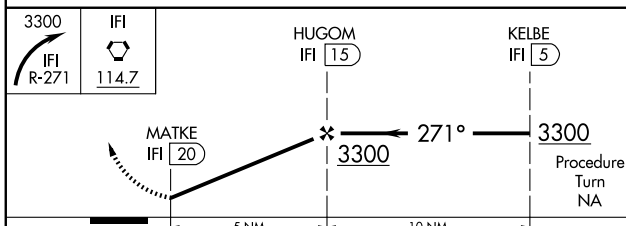
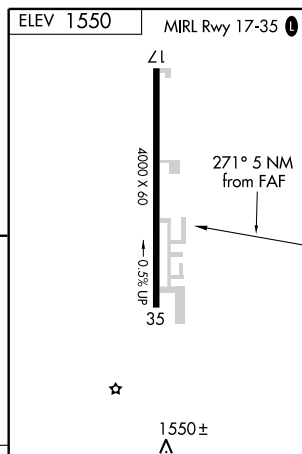
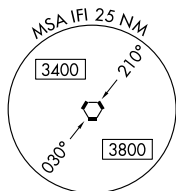
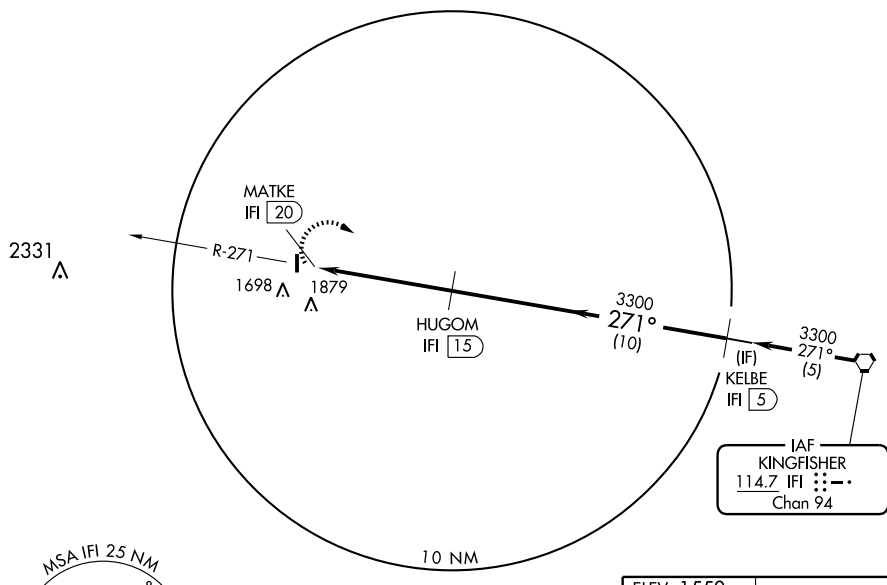
VOR/DME-A  
WATONGA RGNL (JWG)

**T** If local altimeter setting not received, use Clinton Rgnl  
**A** **NA** altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3  
134.175

VANCE APP CON★  
120,525 306.3

UN|COM  
122.8 (CTAF) **L**

| CATEGORY | 5 NM                  |                         | 10 NM                 |    |         |    |    |     |     |     |
|----------|-----------------------|-------------------------|-----------------------|----|---------|----|----|-----|-----|-----|
|          | A                     | B                       | C                     | D  | Knots   | 60 | 90 | 120 | 150 | 180 |
| CIRCLING | 2180-1<br>630 (700-1) | 2240-1¼<br>690 (700-1¼) | 2240-2<br>690 (700-2) | NA | Min:Sec |    |    |     |     |     |

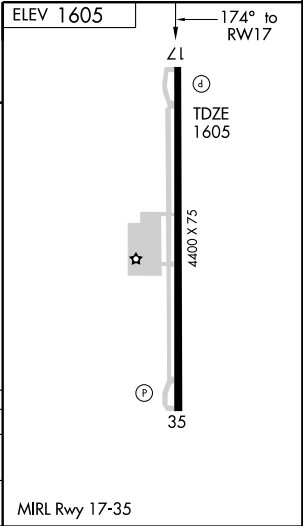
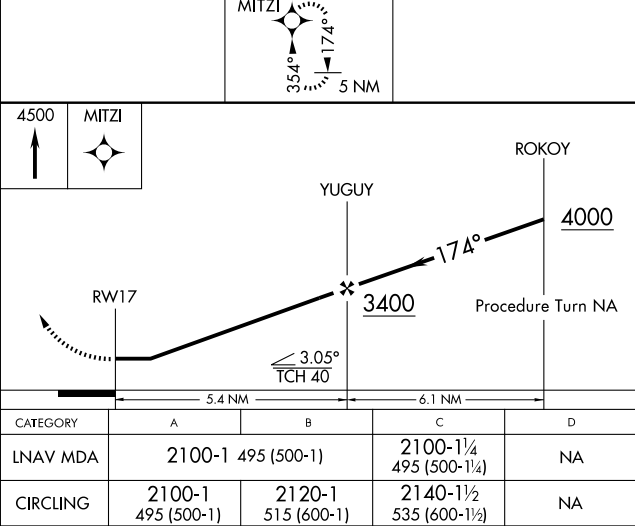
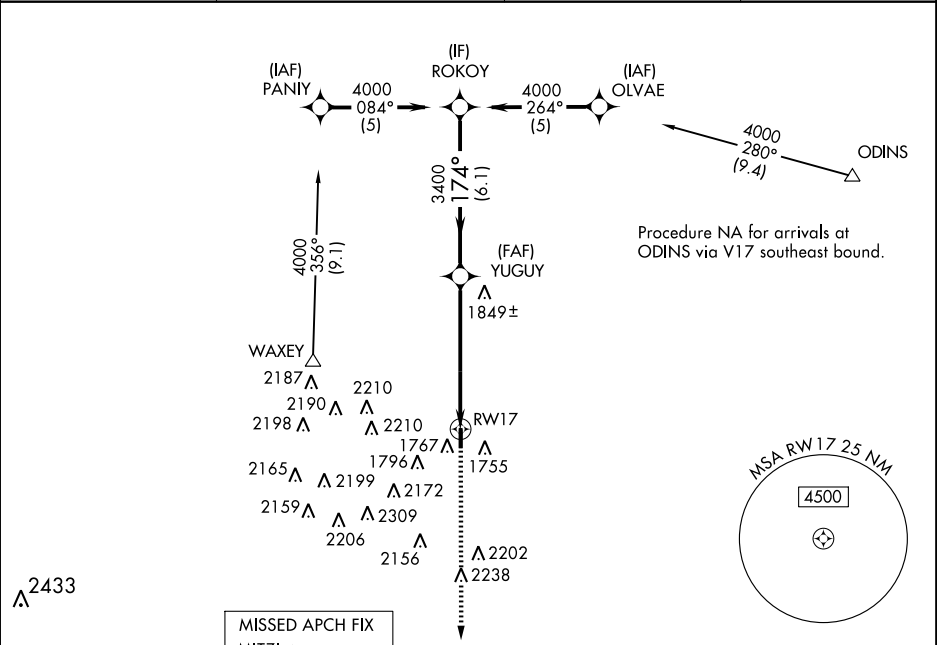
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4400 |
| 174°    | TDZE     | 1605 |
|         | Apt Elev | 1605 |

RNAV (GPS) RWY 17

WEATHERFORD/THOMAS P. STAFFORD (OJA)

|   |   |
|---|---|
| <p> If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.</p> <p> NA</p> | MISSED APPROACH: Climb to 4500 direct MITZI and hold. |
|---|---|

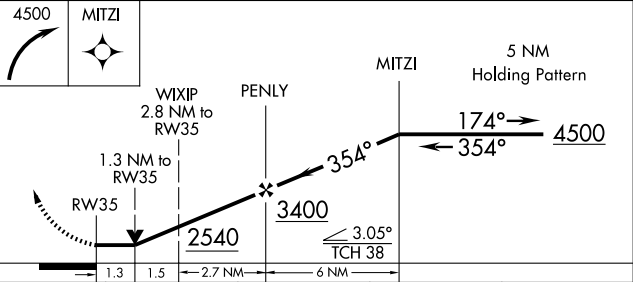
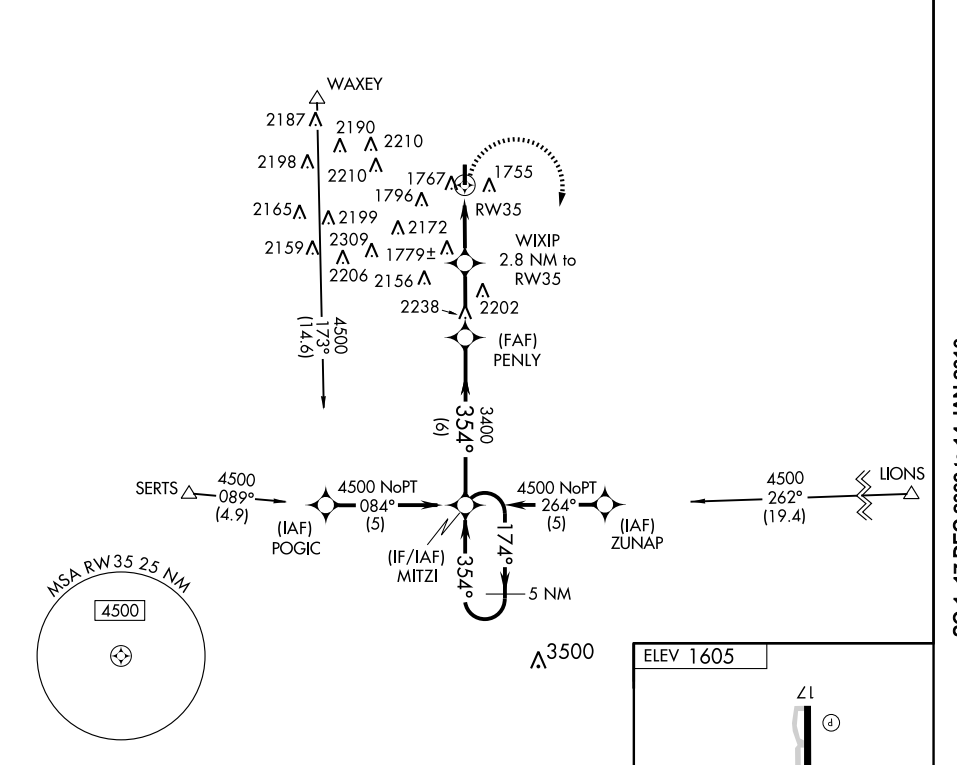
|                   |                                    |                        |                |
|-------------------|------------------------------------|------------------------|----------------|
| AWOS-3<br>118.575 | FORT WORTH CENTER<br>128.4 269.375 | UNICOM<br>122.8 (CTAF) | GCO<br>135.075 |
|-------------------|------------------------------------|------------------------|----------------|



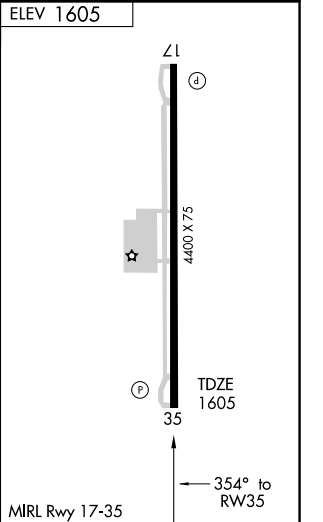
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

|                          |   |                               |                       |
|--------------------------|---|-------------------------------|-----------------------|
| AWOS-3<br><b>118.575</b> | FORT WORTH CENTER<br><b>128.4 269.375</b> | UNICOM<br><b>122.8</b> (CTAF) | GCO<br><b>135.075</b> |
|--------------------------|---|-------------------------------|-----------------------|



| CATEGORY | A                     | B                     | C                       | D  |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 2040-1<br>475 (500-1) | 435 (500-1)           | 2040-1½<br>435 (500-1½) | NA |
| CIRCLING | 2080-1<br>475 (500-1) | 2120-1<br>515 (600-1) | 2140-1½<br>535 (600-1½) | NA |



SC-1, 17 DEC 2009 to 14 JAN 2010

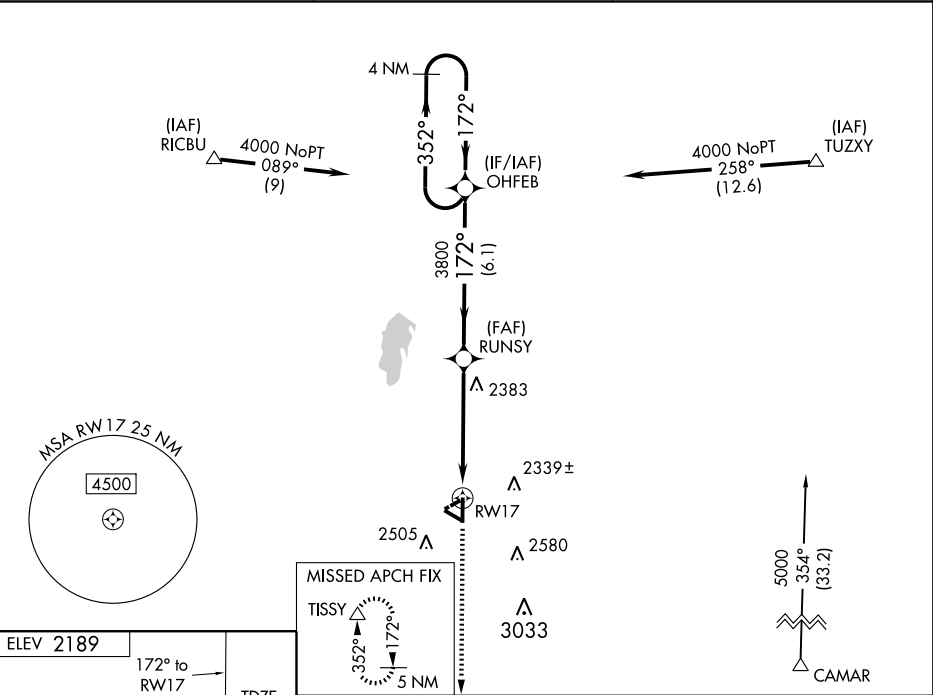
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70614</b><br><b>W17A</b> | APP CRS<br><b>172°</b> | Rwy Idg<br>TDZE <b>2176</b><br>Apt Elev <b>2189</b> |
|--|------------------------|---|

**⚠** Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

MISSED APPROACH:  
Climb to 4500 direct  
TISSY and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.425</b> | KANSAS CITY CENTER<br><b>126.95 379.2</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|---|-------------------------------|



|              |         |             |                         |                         |
|--------------|---------|-------------|-------------------------|-------------------------|
| 4500         |         | TISSY       | 4 NM Holding Pattern    |                         |
| RW17         |         | RUNSY       | OHFEB                   |                         |
| 5 NM         |         | 6.1 NM      | 352° 4000               |                         |
| 172°         |         | 172°        | 3800                    |                         |
| GS 3.00°     |         | TCH 39      |                         |                         |
| CATEGORY     | A       | B           | C                       | D                       |
| LPV DA       | 2426-1  |             | 250 (300-1)             |                         |
| LNAV/VNAV DA | 2572-1½ |             | 396 (400-1½)            |                         |
| LNAV MDA     | 2700-1  | 524 (600-1) | 2700-1½<br>524 (600-1½) | 2700-1¾<br>524 (600-1¾) |
| CIRCLING     | 2700-1  | 511 (600-1) | 2860-2<br>671 (700-2)   | 2860-2¼<br>671 (700-2¼) |

MIRL Rwy 5-23 and 17-35

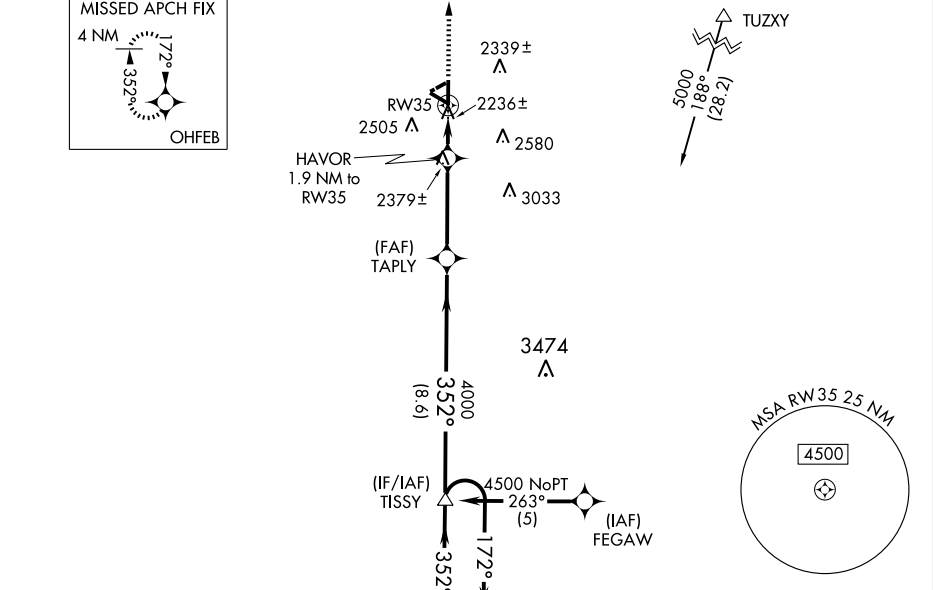
SC-1.17 DEC 2009 to 14 JAN 2010

**⚠** Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ½ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH:  
Climb to 4000 direct  
OHFEB and hold.

|                   |                                    |                        |
|-------------------|------------------------------------|------------------------|
| AWOS-3<br>118.425 | KANSAS CITY CENTER<br>126.95 379.2 | UNICOM<br>122.8 (CTAF) |
|-------------------|------------------------------------|------------------------|



5 NM  
Holding Pattern

4000  
OHFEB

\* LNAV only

TISSY

TAPLY

HAVOR 1.9 NM to RW35

RW35

8.6 NM

3.6 NM

1.9 NM

| CATEGORY     | A                    | B | C                    | D                    |
|--------------|----------------------|---|----------------------|----------------------|
| LPV DA       | 2470-1 281 (300-1)   |   |                      |                      |
| LNAV/VNAV DA | 2506-1¼ 317 (400-1¼) |   |                      |                      |
| LNAV MDA     | 2700-1 511 (600-1)   |   | 2700-1½ 511 (600-1½) |                      |
| CIRCLING     | 2700-1 511 (600-1)   |   | 2860-2 671 (700-2)   | 2860-2¼ 671 (700-2¼) |

352° to RW35

TDZE 2189

MIRL Rwy 5-23 and 17-35

SC-1.17 DEC 2009 to 14 JAN 2010

|   |                        |   |   |
|---|------------------------|---|---|
| VORTAC GAG<br><b>115.6</b><br>Chan <b>103</b> | APP CRS<br><b>062°</b> | Rwy Idg<br>TDZE<br>Apt Elev <b>2188</b> | <b>N/A</b><br><b>N/A</b><br><b>2188</b> |
|---|------------------------|---|---|

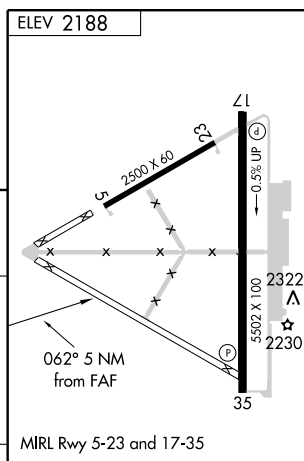
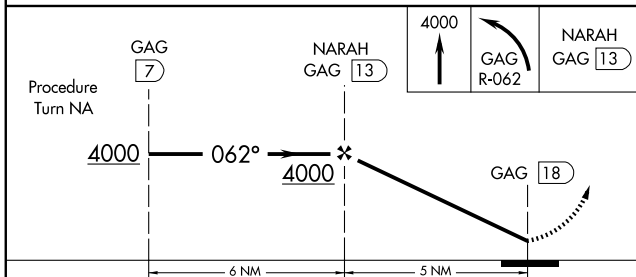
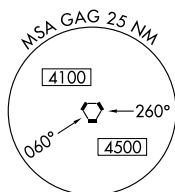
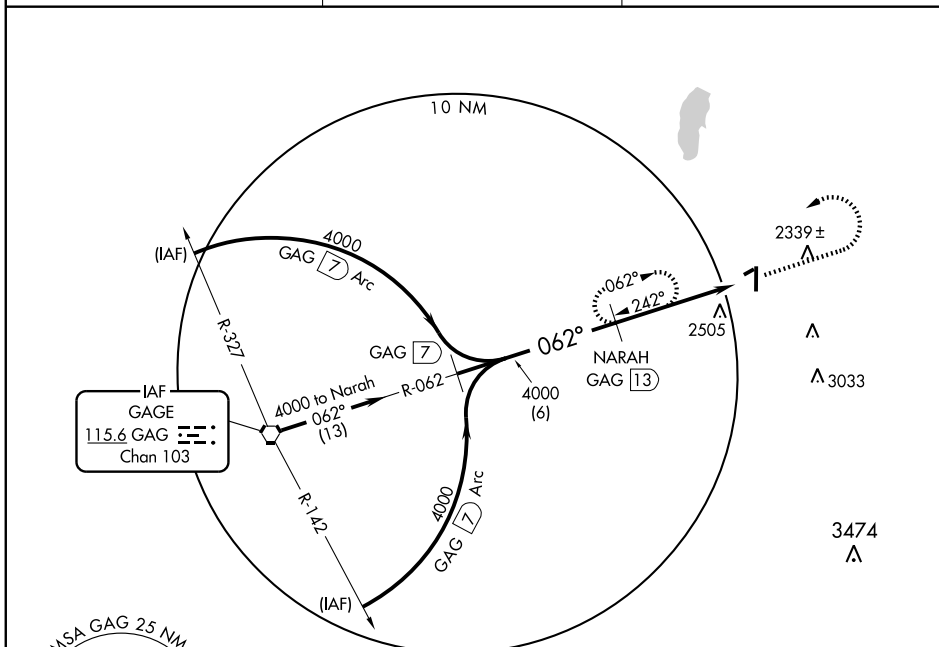
VOR/DME-A

WOODWARD/ WEST WOODWARD (WWR)

▼ If local altimeter setting not received, use Gage altimeter setting and increase all MDAs 60 feet;  
▲ when neither received, procedure not authorized.

MISSED APPROACH: Climb to 4000, then left turn via GAG R-062 to NARAH 13 DME and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.425</b> | KANSAS CITY CENTER<br><b>126.95 379.2</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|---|-------------------------------|



|          |        |             |                       |                               |         |    |    |     |     |     |
|----------|--------|-------------|-----------------------|-------------------------------|---------|----|----|-----|-----|-----|
| CATEGORY | A      | B           | C                     | D                             | Knots   | 60 | 90 | 120 | 150 | 180 |
| CIRCLING | 2820-1 | 632 (700-1) | 2860-2<br>672 (700-2) | 2860-2 1/4<br>672 (700-2 1/4) | Min:Sec |    |    |     |     |     |